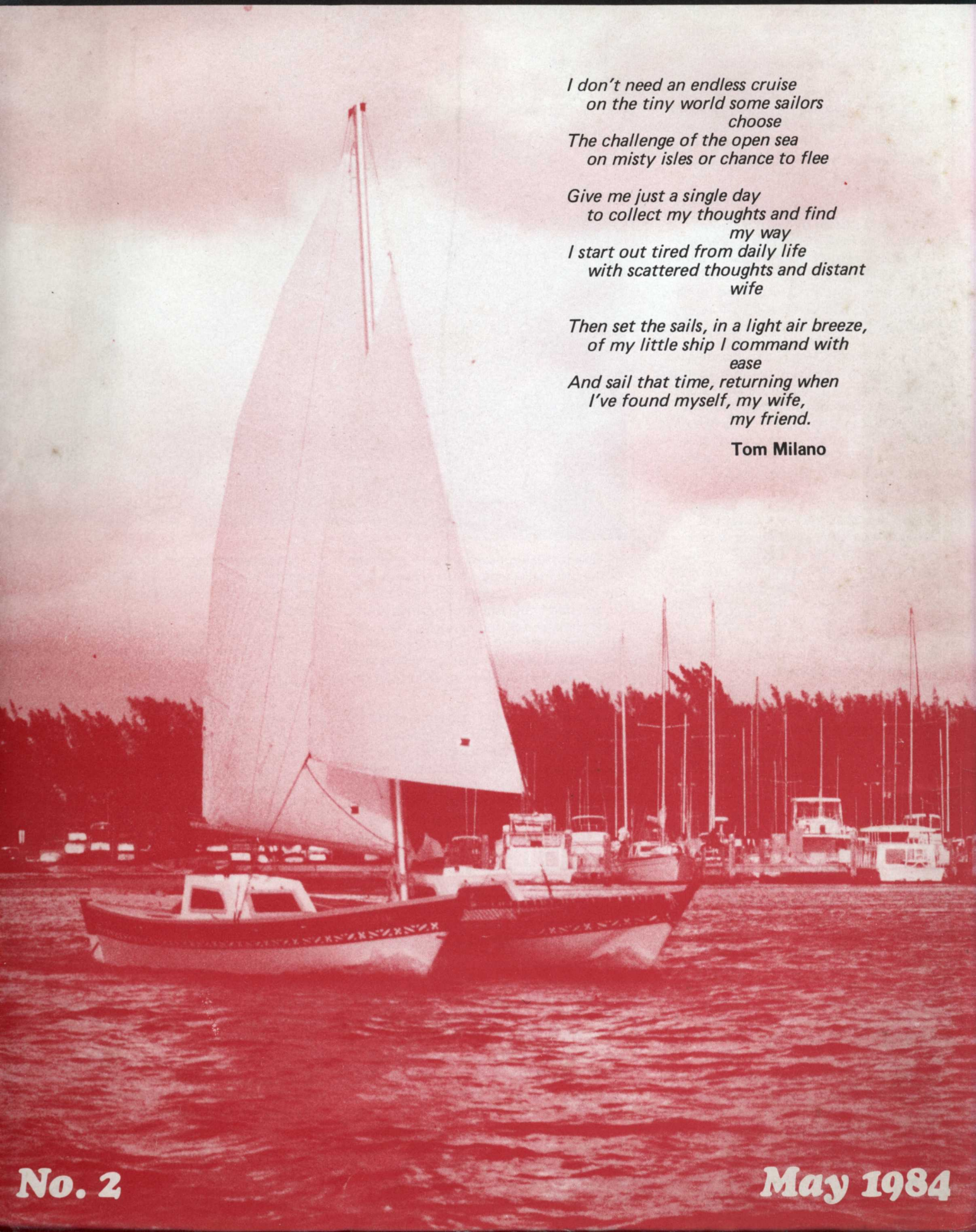
The Sea People/SAILORMAN



I don't need an endless cruise
on the tiny world some sailors choose
The challenge of the open sea
on misty isles or chance to flee

Give me just a single day
to collect my thoughts and find my way
I start out tired from daily life
with scattered thoughts and distant wife

Then set the sails, in a light air breeze,
of my little ship I command with ease
And sail that time, returning when
I've found myself, my wife,
my friend.

Tom Milano

No. 2 **May 1984**

Readers of the PCA/April 'Mini Sailorman' will know that at the AGM of the 'Polynesian Catamaran Association' (PCA) in London, I, with the 'Sea People', was unanimously elected Editor of the combined 'Sea People/Sailorman' magazine. Robin Fautley, previously a TANGAROA, now a TANE owner, the former PCA secretary, who edited and produced 'In the Wake of the Sailorman' was elected Chairman. Andrew Beard, an AREOI builder, is the new Treasurer. Mike and Carol Barker, HINA sailors, will act as Secretary and Editorial Assistants.

The combined readership of the 'Sea People/Sailorman' is now the same as the membership of the PCA in its previous days of success under the secretaryship of Robin Fautley and the editorship of Richard Bumpus in 1978/79.

During the difficult year of 1983, the question was asked by various people "What is the PCA and where is it going?" At the beginning of March 1984, I went to the inaugural meeting of the German Wharram builders/PCA, organised by Dirk Schlatow, his wife Lotti and Wilfriede Magerfleisch.

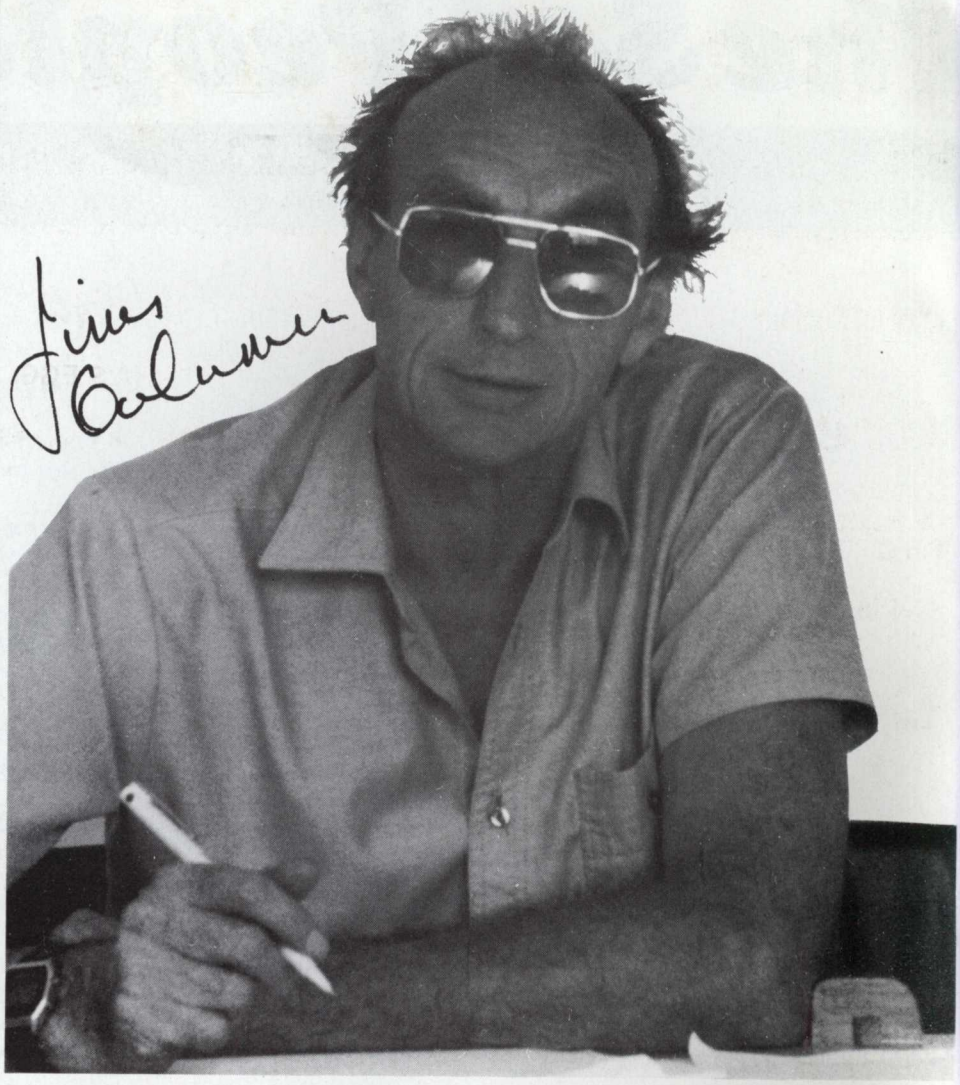
Dirk Schlatow, like Robin Fautley, seems to be one of those natural organisers who gets people doing things and interacting with each other without dominating them with 'his' personality. The two days' meeting in Hamburg was a great success, discussing building and sailing, showing slides, making new friends and giving mutual support.

Also discussed were the questions: "What is the PCA? Why do we need a PCA and which way is it going?" The answers became clear under the probing analysis of Dirk and Lotti Schlatow. In his opening remarks to the meeting, Dirk said about why we need the PCA: "All Wharram builders are crazy" – his actual German word was "verrueckt". The word 'verrueckt', as used nowadays in Germany, means original, eccentric, distinctive.

One reason why Wharram designs attract such people emerged when Dirk and Lotti said: "You must be very proud to have sold 5,000–6,000 designs and to have such a deep effect on so many peoples' lives."

Lotti is the daughter of a Swedish writer, and because of her understanding of her father's creative thought processes, with her help, I was able to 'feel' out my answer: "I do not have the feeling of great pride, nor of being a leader or persuader. To me it is as if there is this practical everyday life, but around us is a rich and deeper world, the world of creative, evolving life of which we are but a small part." "This world of creative energy produces the basic boats and ideas, and I am but the channel, passage, 'tool', to pass them on to the people."

This concept of **creative** design will not surprise the majority of the "Sea People/ Sailorman" readers. Again and again, in letters I receive, is a sentence, paragraph or page which shows that it is this awareness of a "creative, evolving life" which attracts the original, eccentric, distinctive Wharram builders to Wharram designs.



Paradoxically, having drawn attention to the originality and distinctiveness of the builders and designs, we have to stress for outsiders the aspect of **normality** of these designs; for, increasingly, there are attempts to imply that Wharram builders' originality is so great that the **sailing ability** of the vessel means less to them than their **originality.**

In this issue of the magazine, there is an article on a 45' ORO, designed in 1967, facing and surviving 80ft. high cyclonic waves. Nothing could be more practical and of this world than that experience and that design. In 1967, as I mention later on in this magazine, the ORO design was 'wildly original', though her features, since widely copied, now make her seem "normal."

The TIKI 21 is a more recent example of a 'wildly original' design, yet in a test/ sail article in the December 1983 issue of 'Yachting Monthly' the writer/tester wrote

"Five adults aboard the TIKI was overloading her a little, although she was still enjoyable to sail, maintaining around 6 knots in Force 3–4 yet picking up in the gusts to 10–11 knots."

"She deserves to have won, against thirty other monohull competitors, the American magazine 'Cruising World's' 1982 design competition."

In the May 1984 issue of 'Practical Boat Owner', another yacht tester, Dave Greenwell, writes: *"How does "the TIKI 21, really sail? The answer, I can reveal, is very well."*

The Designs attract not only special, original people, but stand up to ocean storms and the critical eyes of the world's yachting press.

So, we have some answers to the question "What is the PCA and its magazine? Why do we need it, and what way is it going? They are:

1. To be original, eccentric or distinctive in modern, urban society, can be, and frequently is, very lonely. To meet others of the same type of mind is extremely supportive and rewarding.
2. Original people do exciting things, both sailing and construction-wise. There is a need – in addition to mutual support – to pass on these experiences and ideas to fellow builders.
3. The originality of the designs and the builders produces proven, practical, clear edged, tough boats and sailors – not dreamers or theorists.

We, as a group, should, therefore always scrutinize proposed regulations by any national or international body which affect our interests.

If, from our wide experiences we disagree, it will be necessary to make representations in the appropriate quarters in the light of our experience

The Sea People/SAILORMAN

The Magazine for Wharram Catamaran owners, builders and enthusiasts

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Cover: Poem and photo by Tom Milano of HINEMOA 'TWO RIGHTS' – see article p.11. Apologies for not attributing the text of the cover of the November issue of 'The Sea People' to Harold Goddard.

Ocean Cruising

Years ago, Denny Desoutter, then Editor of 'Practical Boat Owner' said to me:

"You know, James, you design boats for conditions that 99% of the people sailing will never meet."

In the last 'Sea People' and in previous issues of the 'Sailorman', the voyages of Henk and Gini de Velde circum-navigating the world on their 'OROWA' have been reported. Here is the story of their crossing of the Indian Ocean, where *they met* conditions, that 99% of people who sail never meet. Read on:

CYCLONE »OSCAR«

... »OROWA's« Story

by Henk & Gini de Velde

Article courtesy of 'Multihull International'

To start at the beginning would surely be the easiest way, but I ask myself, where and when did it all begin and is there an end yet? The sun still comes up from the east and goes down in the west. The moon grows from a sickle to a ball. It is only myself that has changed, dazed by a sea shock, on our way to Mauritius, stranded at Diego Garcia, one of the Chagos Archipelago in the Mid-Indian Ocean.

Christmas Island, October 17th, 1983

Scarcely had we left Flying Fish Cove when we discovered a part of our windvane was missing. Without hesitation we returned and an hour later we rode anchor again at the same spot. We had a new part made in one of the repair shops of the Christmas Island Fosfate Company. What it boils down to is that we finally departed on October 19, towards Mauritius, 3,000 nautical miles.

The weather was rough but we didn't mind. The south east trade wind drove us ahead, turning mile after mile, day in and day out, 160, 163, 165 miles daily, speeding along, flying two sails only. After six days we covered one third of the distance, saying to each other 'If we keep on going like this we will be there within eighteen days' .....

The cord of the steervane broke regularly and we tied knots in all kinds of thin available cords. Soon we were running short of suitable line. We kept a sharp eye on the barometer as this, together with mare's tail skies can be the first sign of a cyclone. But we didn't worry too much, not yet being either in the cyclone season or area. We were speeding along, doing great, 168 miles again ..... The string of the windvane broke once more and we gybed – bad for the sails and the mast. At long last Henk detected the failure.

After five and a half years of ocean cruising I began to long for home and every mile brought us closer to our home country Holland. But alas for these thoughts, our first goal was South Africa.

The weather was not improving, the wind must have been almost 35 knots, but according to several reports we carry on board, this is not unusual. Indian Ocean passages are known for being rough and fast. The swell increased. A shampoo flask and a pair of blue slippers floated past, while Henk saw a slice of bread passing by. I joked about this and did not believe him, but Henk made a firm stand.

October 25th

By the end of the day it was getting dark, pitch dark, and no sign of the moon hiding behind the clouds. We changed sails to a smaller jib. *Orowa* laid reasonably stable, still running faster than the waves. The windvane did a marvellous job. Henk stayed on watch the whole night. The wind had built up to over 40 knots sustained, but still nothing seemed wrong. We went tearing along on a long swell till the gearing of the windvane broke down. It took Henk two hours, balancing on the stern of the boat, to dismantle the parts. With the increasing force of the sea on it it was doing more harm than good.

October 26th

Ten o'clock in the morning. It was not funny anymore. The seas around us were swift moving humps of white water. The clouds had changed from a black mass into light grey streamers high overhead. *Orowa* plunged from one green sea to the other. The swell kept building up, higher and higher. The gale from astern shifted direction and it started raining. Then the most unlikely thing occurred. At 11.30, with less than a mile visibility, we saw a container vessel, m.v. *Poznan*. We called them by VHF and found that the fear of all sailors was approaching ..... cyclone 'Oscar', 200 nautical miles north of us, just got his name, according to the weather forecast from Perth Radio (Australia). The storm was moving at a speed of five knots in a south south easterly direction. We were on the safe side – meaning escaping from the centre with a following wind instead of being sucked into 'Oscar's eye'.

We told the captain that we would try to steer 250 degrees until the next windshift and then escape north westwards ..... he reported our position to Perth Radio. After the conversation Henk took the tiller. Meanwhile I collected as much as possible from the deck and stowed it below. We prepared for the worst. We tied the roofs, nailed down the hatches, secured the doghouse, set extra lashings and stays and threw unworthy deck nuisance over the side. The weather was already bad but nothing compared to what was to come.

The wind was screaming so loudly that I imagined I heard human voices in peril.

I cannot recall when it really started, but I would say three o'clock in the afternoon. All hell turned loose and it is impossible to give a clear impression. The wind was getting stronger, 60, 70 knots and more. It is difficult to estimate the height of the waves, but they were surely 80 feet, the last fifteen feet being light blue transparent foam. The wind was screaming so loudly that I imagined I heard human voices in peril. Most likely we were not the only ones to be out in this turmoil. The sea was reaching a state of maniacal fury, rapidly piling in heaps of frothing foam.

Twice the boat broached wildly, almost sideways onto the wind and sea. The bulwark washed away, everything tore apart. The deck came loose from the hull and the forward crossbeam broke. What an immense power was displayed by the water, as if it was diving down on its prey. For forty eight hours Henk was lashed onto the tiller with three ropes, determined to survive. His pants were chafed through, his hands bled and the inside of his arms were skinned. It started to leak everywhere. The flexible, through deck connections of the crossbeams moved dangerously.

One surge after the other, and still the wind kept rushing us forward, 150 nautical miles daily, with only a little red storm jib flying, measuring ten square feet. All the sailhanks tore out of this storm jib that we had tied amidships with two jibsheets, to push the bows off the wind. The paint stripped from the decks and the material from the lifebuoys. I went on deck, fastened, on all fours, hammering and nailing all undone objects.

The noise and the high waves with their destructive force drove us almost mad. Once in a while I heard Henk screaming, trying to stay awake. Most of the time I could not understand his yelling out, but once I heard clearly 'Steefann, Daddy is bringing you home my boy'.

The nights were the worst, green seas were smacked across the deck and Henk steered the boat, listening to the sound of the breakers behind him. He shone the flashlight astern and saw nothing more than a wall of solid water, like a horrid bluff. Believe it or not, fish were flying over our heads, disappearing back into the water on the other side of *Orowa*. Some fish fell with so much force on the deck that they were squeezed into a dirty mess. The whole boat shuddered. We were powerless and could not do anything else but carry on, like a thing in agony, screaming before the waves.

The force of the water between the hulls was so tremendous that the pitch was forced out of the wood. The pouring rain, like hail, blinded Henk. Every half an hour I struggled my way over the deck towards the cockpit, to give Henk something to eat or to drink. He had to remain strong, because I never would be able to steer the boat. The power on the helm alone was enough to make me collapse. We feared rudder damage and I was afraid that Henk would be washed overboard in the exposed cockpit.

Below decks our son Stefan behaved just as normal. It seemed strange to him that he was not allowed to play on deck, but apart from that he enjoyed himself, bouncing and jumping all over the place, playing with toothpaste, writing on the walls, chasing the dog Soldier. He was wearing his life jacket all the time, even when he was asleep, although I knew the worthlessness of it. In weather like this one is lost in the water! I think the most difficult part was not to show any fear to Stefan. The dog is usually always on deck, he does not even like to be inside. Whatever the weather he has never shown any fear, but this time he peed with every smashing wave. I didn't mind, we were surviving.

October 28th

Above 62 knots (Beaufort 12) the force of the wind is not definable any longer by the state of the sea, so after 44 hours, the morning of the 28th, the wind 'died' to approximately 50 knots. We had to set sail otherwise we risked breaking up by over rolling seas. We had to go faster to escape those rogue waves. I hoisted a second storm jib, the halyard was pulled out of my hands, taking a second halyard with it Leaving the storm jib halfway, stuttering like a machine gun, we managed to raise a bigger jib and so we continued that day.

The wind kept howling and for the first time we saw daylight again, a watery sun broke through the sky. Some hours later, glancing backwards, we saw a main wall of cumulo nimbus clouds, black at the base, white at the top, the bar of the cyclone.

Henk, stiff with salt, made some fast emergency repairs. It looked like the front crossbeam was broken and that's where the main mast is standing. It's another 1,000 miles to the nearest island, so ..... On top of it all the jib tore. We had to lower it fast, before it tore itself to rags. While the sail was wildly shaking the wind wrapped the two loose hanging halyards around the forestays in a knot and there was no other way to undo it except to go aloft. Henk had no strength left, so with all my strength and God's help I pulled him on the bosun's chair up the mast, where he untangled the mess, while the *Orowa* was lurching from one side to the other on the seas which continued to break over her.

I still don't know how we fixed it. Twenty four hours after we sailed out of the cyclone we were on our way again. Fear was in our hearts, we imagined cyclones everywhere – a seashock .....

November 5th

Eight days later we arrived on the atoll Diego Garcia, with relatively little damage, but if you count water damage on instruments, books and charts torn sails and a burst watertank, the amount is considerable. And what about our own personalities?

According to the weather satellite station on Diego Garcia and our tracking course we must have been only 50 miles or so from the eye, with winds up to 85 knots. It is a remote chance to get in a cyclone, out of the season and out of the area. Jestingly I remark 'We never won anything in a lottery yet!' There are few yachts who would be able to retell this tale.

Postscript

Diego Garcia Island is under two flags but certainly not under two rules. Being British Indian Ocean Territory, the British law is in force. For the U.S. it is an important fleet support facility base, the lagoon giving shelter to several ships. There are no local inhabitants. Yachting is not encouraged because it is a strict military area and yachtsmen do not get permission to go ashore and have to leave within twenty-four hours.

The first law of the sea is to help people in peril, so whatever your problem on board is, a survey team will come out to check it and decide whether the problem is serious or not. Every ship in distress will get all the necessary help available.

This blue lagoon of the officials is also called 'Footprint of Freedom' – the shape of the island resembles a footprint and if freedom also means mobility, then we got our freedom back at Diego Garcia, because they did not only fix *Orowa* up with an emergency repair. Oh No! She got a new front beam, a new mizzen mast tabernacle, all stress points were reinforced with heavy aluminium plates, the broken bulwark was repaired, the torn sails were stitched and the electric wiring checked – and much more, too much to mention.

Orowa is 100% healthy again. Gratefully, after almost one month at Diego Garcia, we sail the oceans again, on our way to the Seychelles, trying to reach South Africa via the Strait of Mozambique. It is the cyclone season by now .....

Postscript from Henk

Weather forecasting in the Indian Ocean is almost only provided in morse, so when you don't have a HAM radio you are dependent on your own weather predictions – back to basics .....

Photo: Courtesy of 'The Daily News' Durban, South Africa

Recuperating in Durban, Henk, Stefan and Gini de Velde – People of the Sea. 'OROWA' in the background.

The only cyclone warning we ever got was from the m.v. *Poznan* and by that time 'Oscar' was moving SSE, but what we fortunately did not know at the time was the route alteration 'Oscar' took. The same day that we planned our escape angle, right for us. At that moment we were situated in the dangerous semi-circle, being sucked into 'Oscar's eye'.

The centre of a cyclone (10-40 miles), is a small area of calms and clear skies. Although without wind the seas are extremely high and confused, giving a powerless sailboat not much chance to survive. Should the boat manage to get through the centre, the wind on the other side will come at her in the opposite direction., driving the helpless boat right back from whence it came – a point of no return .....

All the time, from the beginning to the end, I was sure that I would sail *Orowa* out of this ravaging tumult. Of course, after 24 hours, on the 27th we said to each other that something was wrong, the wind didn't shift any more and the weather deteriorated. That day, the 27th, at 1800 GMT we had our closest encounter, approximately 50 miles from the centre, when 'Oscar' started to turn from a southwesterly to a southeasterly heading, bearing away from us, then coming back one more time (see tracking map), confusing the state of the sea so much that while trekking away we met our worst seas.

By night time I knew we were sailing to safety. I saw the moon at brief intervals and dolphins were surfing from those wavetops on either side of us, all the way to daylight .....

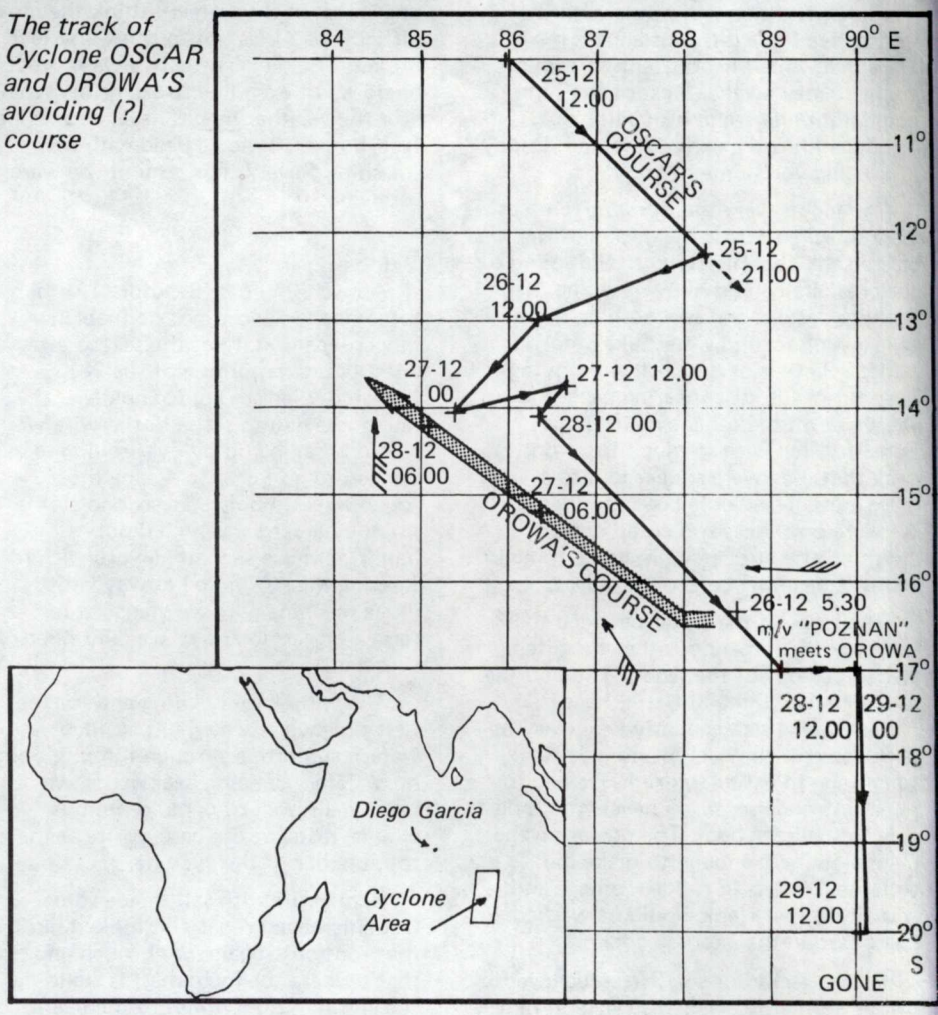
'Oscar' moved with a speed of ten miles an hour in a south south easterly direction, away from us. 300 miles southeast of us must have been *Sounion*, a little Australian monohull which we had met at Christmas Island. Lashed to the tiller, in our exposed cockpit, I have steered over majestic watercrests, sometimes fantastic, sometimes nerve breaking ..... I've seen God's wonders in the depths – will we ever hear from *Sounion* again? Maybe she did as well as our *Orowa* did .....

And now some facts: Windspeed which we got from the meteorological office at Diego Garcia, 75 to 85 knots per hour. Wave height: The average wave height must have been 50 ft., but when two of those giants collided with each other (and we saw several of those 'rogue waves') they must have been 80ft.

I am a professional seaman (Dutch Merchant Navy, master licenced), and used to North Atlantic winter weather. Many times I have seen wind force 12 (62 knots), and gusting higher, but I have never seen such high and dangerous waves as in this cyclone, and I hope never to see them again.

There is a limit to what humans can bear and the smallest shock makes a striation in the memory.

The track of Cyclone OSCAR and OROWA'S avoiding (?) course



Pause, while you get your breath back. As the designer of the 'OROWA' and editor of the magazine, this account leaves me lost for words.

In the North Atlantic I have experienced hurricane conditions, and I have known the incredible ruthless power of the sea. Henk, a Dutch merchant ship's captain, says, that this cyclone, 'OROWA' encountered in the Indian Ocean, was much worse than his winter North Atlantic experiences; so it is outside my experience.

Tom and Carol Jones of Tuckahoe, USA, encountered hurricane 'BLANCHE' in 1975 on their 23ft HINEMOA 'TWO RABBITS' in the North Atlantic.

A family (we don't have their names), got hammered in a typhoon off the Japanese coast in the early 1970s aboard a NARAI.

These people are some of the few within the P.C.A. (or indeed the multihull world in general) who can understand, feel fully and comment on the ordeal of the De Veldes.

I can comment on the ORO design. She, one of the first 'Classic' designs, was designed in 1967 for Nigel and Vroni Harford, early editors of the 'Sailorman'. Like all the 'Classic' designs, she was at the time of designing a unique multihull, having symmetrical V-eed hulls, no deck cabin, a canoe stern and fore and **aft** *overhangs, 1/5 longer than the waterline.*

Her lines had evolved during my three Atlantic crossings aboard RONGO, where I had experienced hurricane conditions and many 'normal' gales.

In this design – like all my earlier MK I 'Classic' designs, I concentrated on sea-riding ability, storage space, work space and easy construction, but neglected **visual cabin layout.** *Altogether 230 ORO Designs were sold – many OROs have made long ocean voyages.*

Indeed, in the last 'Sea People' Harold and Wendy Goddard's 'KISKADEE' was featured at the end of her world circumnavigation.

From 1976 on, I began to develop the MK. IV 'Classic' designs and the PAHI range to give, amongst other features, increased cabin space and a better visual layout.

Because the 42ft. CAPTAIN COOK and the 41ft. NARAI MK. IV have more cabin space and a better cabin layout than the 45ft. ORO, I dropped the ORO from the design brochure.

Many ORO owners objected to this, saying, that she was a superb sailing boat. The account of Henk and Gini de Velde's cyclone experiences prove them right.

In the next issue of the 'Sea People/ Sailorman' we will give details of renovating the ORO design for Dirk Schlatow (German P.C.A. – Chairman). He is now owner of the ORO 'CORNISH KANGAROO'. In the future 'James Wharram Designs' will design a **new ORO,** *so this design will not die.*

J.W.

A cynical wife (a monohull sailor, of course) after a cyclone once said to me:

"Ocean sailing is 95% boredom and 5% sheer terror."

That remark has frequently been quoted.

As the story by Gini and Henk shows, apart from having a well found ('found' means 'prepared' for non-English readers) ship, there is nothing one can do about the 5% terror of an ocean voyage.

There is, however, much one can do about the 95% part.

Food is a vital part of ocean voyaging. The choices, buying, storage and preparation can save money and extend the voyage, reducing financial worries and giving a wider voyage range for the same capital outlay.

Good, interesting food keeps one healthy to face storms and provides a delightful daily ritual.

A well fed ocean sailor rarely writes about boredom.

At the time of writing, stationed at Penryn/Falmouth, are Tim and Heather Whelan aboard their NARAI MK. IV 'IKA ROA', waiting for the warmer weather after the spring equinox to proceed on their ocean wandering voyage.

(The interior of 'IKA ROA' was pictured in the last Sea People).

Heather is building up a writing career to help part support the trip, but she has kindly offered this article on the choice and storage of ocean voyaging food. This is why "All rights reserved" appears on the article. She means, she holds the copyright. Indeed, this is the reason why on the first issue of 'The Sea People' we put a copyright mark — to protect the writers. Some people misunderstood the need.

Cruising Food

by

Heather Wheelan

(All rights reserved).

Food is very important at sea. It gives a psychological boost to eat and drink well when conditions are poor and it's nice not to have to be continually shopping for basics in port. Browsing around markets and harbours for local food is one of the pleasures of cruising, however, and is a different matter.

We stocked up our Narai, 'Ika Roa', last year with wholefood staples bought in bulk. We went to a wholesaler and bought whole sacks, as this was cheaper than buying smaller amounts at retail prices. After living aboard for seven months we have eaten only a minimal proportion of the wholefood, although we use it every day; it will probably last us a couple of years, at least.

This is not a problem as dried food will last for years if kept properly. There is plenty of space in Wharram hulls for storage: under the bunks, in the stem and stern compartments and in netting shelves.

We use a variety of plastic containers. Plastic must be at least 'tupperware' thickness if you are heading for warmer climes as anything flimsier will not keep out marauding 'roaches', etc.

It is worth keeping a look out for plastic containers at all times. We came across our large white tubs in a second-hand shop in Norfolk, flare boxes in an ex-army store in a Nottinghamshire field. Our cylindrical plastic containers came from a farm near Melton Mowbray and the ice-cream containers from a supermarket.

The bulk of our wholefood is kept in the large white tubs. We decanted it into plastic bags and bin liners inside these tubs as this makes re-filling our smaller containers easier and helps to prevent any contamination ruining the whole lot.

In the galley we have open shelves where we keep all the stuff we use daily, so everything is to hand.

Even if you don't usually eat wholefood it's worth considering it when cruising as it keeps so well and is easy to prepare, particularly if you use a pressure cooker. It is also nutritious and the basis for a well balanced diet. Convenience foods can be eaten with wholefood staples if you like. We prefer not to eat much tinned or packet food but this is a matter of choice.

All sailors need their oats. We eat muesli for breakfast in summer and porrige in winter. We bought muesli base (mainly oats and dried milk) and add nuts and dried fruit when we fill up the small container. Oats are very versatile, they can be used to make biscuits, crumble, or to coat things prior to frying. Oats have the highest protein content of any cereal and are also high in fibre, important at sea.

Flour is another important staple food. Take plenty if you're going to the West Indies as we hear it's very expensive there, if you can get it. We also have a corn mill and grind our own grain. (You can also sprout gain for a fresh, crunchy addition to salads.) I make bread in the pressure cooker, usually half 100% wholemeal flour, half white bread mix. I also make cakes in the pressure cooker, so we get through a lot of flour.

Lentils are good to add bulk to soups and stews and they don't need prior soaking. They can also be cooked and used to extend minced meat or potatoes.

Brown rice is also easy to cook, particularly in a pressure cooker and doesn't use much water or fuel.

Wholemeal pasta (spaghetti, shells, etc.) is also quick and easy to prepare. These types of rice and pasta are tastier and more nutritious than the white, refined, varieties.

Beans and peas do need soaking for a couple of hours before cooking but can be cooked in the soaking water, (this prevents the vitamins being lost) and only takes 15–20 minutes in a pressure cooker. We use a lot of red kidney beans, blackeye beans, soya beans, pinto beans and chick peas. Soya beans and mung beans can also be sprouted. We also have a large amount of brown muscavado sugar which we use for cooking and in drinks. It has, like all wholefoods, a better flavour and is better for you than white sugar.

Continued on page 19

Coastal Cruising

Sometimes, when 'designing', the 'design' takes over, seemingly dictating the way it wants to go. So it is with this issue of the 'Sea People/Sailorman'. The contents of the articles are dictating the 'feel' of this issue towards the theme of self discovery and enquiry that originally emerged at the German meeting as described in the editorial article.

The following article by Tim Ainley shows, as mentioned in the leading article, that originality of thought and lifestyle can go hand in hand with first class practical construction and sailing abilities.

Tim's article falls in three parts. I hope, Tim and the readers do not mind if I break into his article at the appropriate narrative changes with comments.

BIRTH OF 'BELUGA'

by Tim Ainley

"Greetings. Congratulations on "The Sea People". Now, where to begin?

"Well, perhaps I should go back to June 9th, 1982 – a very special day for me, because on that day about 60 of my friends carried my pride and joy – "Beluga" – to the water's edge and, after the appropriate dowsing with champagne, my brother Bill (whose birthday it was) and my friend Dave grabbed me and placed me under the forward beam between them, and with a "1" and a "2" and a "3" we carried her into the element for which she had been waiting so long. I was later told that tears came to the eyes of many as her lines suddenly all made sense and she seemed to be asking the question "Now, when do we go sailing?"

"It was a few more months before her 'I' beam mastcase had been designed and built; her stainless chainplates fabricated; her 40ft. aluminium mast rigged with stainless diamonds and galvanized shrouds; her B.C. fir boom laminated up, and the whole lot raised high above her red-wood decks. On 4th September we set sail for the first time but there being no wind, we had to wait for the next day for "Beluga's" first real test. The fast running St. Lawrence river at the crowded Montreal harbour is no place to take a Raka for her first sail in a stiff breeze with no winches!! About an hour later we had made it back to our sheltered beach, all of us sporting 10 large blisters on our hands from straining to hold the sheets. But there was a very special feeling deep in our hearts. After all those years of struggling to find the money and the will to go on, here, finally, was a beauty of a yacht that could sail with grace and speed and an extraordinary sense of power upwind against a strong current."

Then, Oh God! the angle of heel was increasing – No! not before she had even made it to the sea! We were flying a hull way up in the air.

"About a month later, winches installed, we were sailing upwind again. This time we were in Lac St. Pierre (Nicolet) about 80 miles downstream from Montreal. The wind was blowing 25–30 knots and we had full main and yankee sheeted in hard. "Beluga" had developed a noticeable heel (10°) as she drove fast to windward plunging her leeward bow deep into the steep 5ft. chop of the shallow Lac St. Pierre. Then, Oh God! the angle of heel was increasing – No! not before she had even made it to the sea! We were flying a hull – way up in the air. The angle of the deck was too steep to climb down to free the main sheet – I pushed the helm hard down – nothing happened – one rudder was in the air and the other, acting in a near horizontal plane, was completely ineffective – frozen to the helm with helpless apprehension I watched the leeward hull sliding sideways fast across the water. With each oncoming wave the leeward bow seemed to pull herself slightly closer to the wind until slowly I realised our flying hull was settling back down to kissing the wave tops, and we sped on – "Beluga" seemingly delighted to show us how much she loved to sail to windward in a blow."

"I was both shaken and delighted. I had finally experienced that margin of capsize safety which your design is reported to have, and now feel more confident than ever in "Beluga's" seaworthiness. I hope you will understand Jim, that I do not intend to make a habit of flying a hull! In fact, I hope I never do it again, but I felt that it was important to know the limit of stability of my working rig so as to be able to take the appropriate reefs at the appropriate times."

"There is only one design element that I would change if I were starting again – I would give her a greater overall beam. I think this would add considerably to her stability and be well within the structural integrity of her beam/lashing design. You will notice from the photos that I have designed a lashing system, new mast case, curved beams, and moved the rig back 18". I lengthened the mast to 40ft. and shortened the boom to 12ft. The total working sail is less than per design with higher aspect ratio – the hope being to improve windward performance. Downwind performance is derived from an 800 sq. ft. drifter, reacher, spinaker which can be flown 60° to the wind – easily outsailing an Iroquois cat!!"

Tim Ainley's widened – curved, lashed beamed, PAHI style RAKA 'BELUGA

Editor:

Readers, I cannot promise, that future issues of the 'Sea People/Sailorman' will read as exciting as this issue. First an article of an ocean crossing with 80ft. high waves, now a report of a coastal cruising RAKA screaming along in a force 7, one hull in the air, totally out of the helmsman's control. Then in contrast to most 'flying' out of control multihulls, 'she' brought herself back to controlability. Her structure and hullshape absorbed the capsizing energy of the wind gust and the shock load of the gust. How was this achieved?

I designed the RAKA for George Payne in 1968/69. My theories at the time were based on my experiences of the first TANGAROA'S and RONGO'S ocean crossings, plus those of my 'capsizable' WHARCAT design (only one was built), followed by the stable HINA.

1. *Some energy would be absorbed in the flexible fastenings.*
2. *Some energy would be absorbed under pressure by the lee V-eed hull 'sinking'. This would reduce initial capsizing shock loading.*
3. *As the weather hull lifted, the angle of the V-eed flared hull would change and the boat* **would slip sideways,** *rather than continue the rotation. The lack of a deck-cabin would help to keep the centre of gravity low, also slowing rotation. 'BELUGA' has proved this theory in practice.*

Historically, it must be remembered that these theories were not accepted by the 'Multihull World' in the late 60s and 70s. (We shall be giving in this and future issues historical insights into Multihull development).

In Britain, in 1968/69, the 'accepted' design for offshore racing multihulls was based on the theories of the 'Amateur Yacht Research Society' (A.Y.R.S.) at that time. (The IROQUOIS catamaran was designed to these theories.)

1. *The design must have maximum waterline length – hence no overhangs.*
2. *It must have a transom stern to flatten the waterflow.*
3. *There should be no discernible hull flare and a semi-circular bottom for minimum wetted surface – and hence the need for dagger or centre boards.*
4. *It should have a large deck cabin for comfort.*

So, at that time, George Payne's decision to commission and build the RAKA design, against the acceptable trend, was extremely courageous.

He wanted the boat to enter and – hopefully – win the 'BBC TV Race' in the Bristol Channel, which he did in 1972 against 105 boats.

With time, George Payne's instinct has been proven correct. The 1968–70 A.Y.R.S. theories produced designs that, particularly in unskilled hands, capsized quickly, resulting in scares and deaths which, reported in the press and Yacht magazines, have lead to widespread condemnation of multihulls.

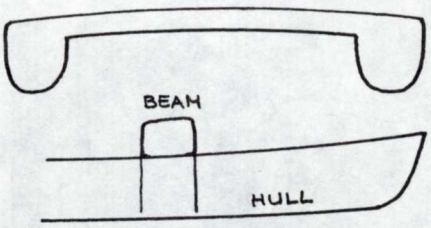
We have a RAKA article by George Payne for a future issue of the magazine.

RAKA owners will also be pleased to know, that the 'Sea People/Sailorman' Spring 1985 issue will have an updated RAKA design article (like this issue on the TANE), which will include a wider overall hull beam, improved rig etc., mentioned by Tim Ainley.

Tim Ainley:

All these adventures brought my bank account to an all time low, but as luck would have it, an incredible opportunity came my way in January, 1983.

A young English designer by the name of Nigel Irens had recently arrived in Canada to build an 80ft. racing catamaran for the TAG group to be sailed by Mike Birch. He was looking for people to help him build her, and I just happened to be in the right place at the right time! So for the last ten months I have been learning how to build the fastest offshore racing sail-boat in the world! Built of Kevlar, carbon fibre, honeycomb, balsacore, klegacell and various other exotic materials she has cost close to 1½ million dollars and at 19½ thousand pounds is the lightest, strongest, stiffest multihull structure in the world today. The kevlar was all pre-preg. and having built a full size wooden hull, we took moulds off it and built an 85ft. oven to "cook" the four half-hulls and two decks plus the six half beams which are 42ft. wide. The hulls have carbon fibre "beams" in sheers and keel, and the beams have similar "beams" in four corners of square cross section fanning out onto bulkheads which are epoxy filleted and kevlar laminated to hull skins.



I have recently sailed on her at 25 knots with no more than 5°of heel and hardly any turbulence through the water – she seemed far from her maximum speed potential. Her hulls are very similar to the Tornado in cross section.

Editor:

At the 1984 London Boat Show, I met Nigel Irens, the designer and builder of the TAG. He told me, that they were short of suitable builders for the TAG, then he discovered a reservoir of 'Wharram-builders' who had the abilities to build the 'latest' in High Tech/High Expense Construction!!!

Tim could have ended his article with his report on the high tech construction, and we would have been more than satisfied, but he goes on writing about his thoughts on the development and the future of the PCA. The editorial group feel that his thoughts could form the basis of a weekend symposium. On reading them, the new secretary, Mike Barker, has expressed the wish to go to Canada to meet Tim and other Canadian builders.

Tim Ainley:

Being, at present, very familiar with the state of the art of offshore multihull racing and the materials and costs of such a pursuit I was surprised, concerned and disappointed to read your section on racing in the "Sea People". When the names of the racing designers have come and gone as have their machines, yours will live on. Not because your boats win races but because they have taken "everyman" (and woman) to sea in safety and in the company of a fraternity of dedicated new age survivors. Racing multihull designers laugh at you and your designs. Lovison (Raka) and I didn't find it easy being 'Wharramites' in this community (although they were all too pleased to use our hardworking dedication and construction ability to build their racing machines). I don't know how many times I have tried to explain that your design principles – safety, simplicity, economy – are quite different from those of the – fast, dangerous, expensive – designers. You are the father of a movement – a new age of sail – an escape from the crumbling, nuclear ridden economies of the world – a hope for the future of man living and travelling in harmony with nature. You have "made it" Jim – more and more men and women are joining us every day in building, sailing and **living** your boats. Don't lower yourself by succumbing to the ego-based nonsense of racing design – we don't need to go any faster. If you want to promote racing for its benefits as educational experience in sailing performance, surely "class" racing of your design is the way to go. I promise you that it is much more rewarding to be **first** home, when you know that all the other skippers were sailing the **same** boat as you – who cares if the million dollar racers can sail circles round you – I don't, and what's more I haven't got a million dollars, have you? Sure, let's improve our design in every way we can – but let's never lose sight of those original design principles – safety, simplicity, economy – but let us accept that within these parameters we will never be able to compete with the money/safety-no-object racers.

What about the "Wharram Worlds"? or the "Wharram Trans-Atlantic"? – What about a gathering of Wharrams for Nuclear Disarmament? Or a world cruise of "Women on Wharrams" for Peace. Our world is faced with grave problems of

international misunderstanding and global polution – you have in your hands a dedicated group from all cultures and walks of life whose eyes are wide open to the possibilities of peace and ecological harmony on spaceship EARTH. They are people who have proved that they can achieve their dreams. You are a fighter. A man with the courage and determination to stand by your principles even if it meant standing alone (with Ruth by your side) while those around you were bent on going faster at any expense. – Many years ago I was standing with some new acquaintances looking over a fleet of sailboats anchored in a bay; when I exclaimed with delight at the sight of one of your designs (Hina), the Tornado sailor standing beside me retorted with "Oh! That's not a cat – that's a dog!" – Living with the Wharram cross around my neck has been a constant struggle not only with most monohull sailors but also with most other multihull sailors. **Never** have I doubted my conviction that your design was what I wanted, nor that one day our numbers would be such that the sailing world would have to take a long hard look at what we represent.

I am so glad that you have decided to take the guidance of the voice of polycatters in hand with "The Sea People". How about replacing the "RACING" heading with "SEA FOOD". Sea-steaders need to eat and we need all the information we can get on what the sea has to offer us and how to get it. PLANKTON, ALGAE, FISH, WATER. – NYLON PANTY HOSE, FISHING TACKLE, SOLAR STILL.

Editor:

To continue with Tim's thoughts:

The passion, the sincerity of Tim's thoughts, sentences like "You have in your hands a dedicated group from all cultures, all walks of life," or "They are people who have proved they can achieve their dreams" and "One day our number would be such that the sailing world would have to take a long hard look at what we represent", have to be answered.

Tim, the sailing world already does "take a long, hard look at what we represent". Do you and the readers know, that we, since the early multihull-days of 1956, always had more positive newspaper and yacht magazine coverage than **any other group** *of multihulls; that this constant positive approval from the sailing world in general is what has created the envy and specific snide remarks from a minority of the minority world of multihulls?*

What the originators of the snide remarks do not know is, that they are not just discussing catamaran designs, but also basic philosophic attitudes towards life-perception involved.

There are now two basic attitudes running in Western thought:

1. *The older, society permeated, Cartesian, Newtonian thought, which leads – and I write this in a grossly simplified way – to 'Reductionism', i.e. the little boy takes the butterfly apart to see how it works and ends up with no butterfly. The previous mentioned A.Y.R.S. has represented this thinking in multihulls.*
2. *The newer, 'Western' thinking is based on quantum physics of the 1930s and on the wholeness of things, on the interrelation into other things, of inter-connecting systems. It has to use the word-patterns of Hindu and Taoist thought to explain/illustrate its paradigms.*

My designs are based on this latter system of thought. If you want to know more, read 'The TAO of Physics' and 'The Turning Point' by Fritjof Capra.

That is why people who build my designs are not led inward but outward ! to – as Tim's article shows – many other thought systems.

Racing, because of its restricted thought base, as mentioned in the Nov. 83 issue of the 'Sea People', i.e. to 'win at all costs', is a field that the 'Reductionists' feel to be particularly their own. So, the thought that alarms some of our 'Sea People/Sailorm Sailorman' readers of the Nov. issue, that I/we are considering entering into racing, is alarming the people I describe as 'reductionist' thinkers **even more!!**

Why? Tim, in his article, gives some of the reasons. Sailed by a hard sailor like Tim, his RAKA, as reported, is faster than the IROQUOIS, both designed about the same time.

Hard sailing, Paul Wells in Britain has shown that with the right man sailing, the TANE design has speed potentials to win races.

Tim mentions our design principles as:

- *safety*
- *simplicity*
- *economy*

If out of selected designs and for selected people, we remove the **safety** *aspect of the design and transfer, as all racing designers do, the safety aspect from the design to the helmsman by increasing sail area and deepening draft with deep dagger boards, we have potential race winning boats.*

Obviously, we cannot compete at the top – no expense spared – part of the market, but there are 30ft., 35ft. and 40ft. parts of race fleets, where we could.

The question is, should we do it? I think – though I am open to argument – our basic philosophy is wide enough to be able to handle this small racing section of the sailing scene in a sensible constructive manner. I even think, that we could perhaps bring back – well partially – what used to be called 'good sportsmanship'.

In the West it seems long forgotten that winning is **not all** *in a race. Which has led some Westerners to be attracted to Zen thoughts in the Martial Arts, where the thought of winning is a hindrance.*

Perhaps 'our' racing man will not think of winning, but become one with the boat, the sea, the wind, the spirit, where as in the Martial Arts oneness prevails.

Carolyn Orr of 'Binary Boat Systems', the American Plan stockists, who are sun-loving RAKA sailors.

Coastal Trekking

TWO RIGHTS

by

Tom Milano

Sorry I've taken so long to write, but I wanted everything to be finished when I did. Now I realise how dumb that is because you never really get finished.

I started my boat (HINEMOA) in February 1981 and finished the following year in June – almost 16 months later. A careful check of my time gave me a total of 338 hours, plus the rigging (approx. 10 hours). I had good tools and kept everything inside. I also worked totally alone. I gave myself completion dates for each stage, and met none of them! I followed the plans exactly, except for a few minor changes. I had no trouble with the plans or construction.

Launch day was a nightmare. My 18 year old son and three friends gently lifted the hulls onto a trailer, slowly drove to the launch site, and then, even more gently, off-loaded the hulls onto two small dollies I constructed to hold the hulls upright. I assembled the boat while they drank the case of beer I had promised them. I got ready to launch and found that they had drunk the christening champagne as well. I sent out for another bottle and my wife christened her "Two Rights" and sent her down the warp.

The following weekend I rigged her and went for my first sail. I was scared to death. Incredible things went through my mind. The day was perfect and so was my boat.

By the end of the summer I had well over 1,000 miles of fine sailing behind me. By now, that figure has more than doubled.

A person thinks his life is the same old dull routine, but, it's amazing how my life changed from the time I started till now. When I started I was divorced and had my future pretty well planned out. I met a girl who wanted nothing to do with the boat. My only compromise with her was not to work on Sundays. After a few sails she really began to enjoy the boat. We got married and she became a real fine sailor.

In the May issue of the 'Practical Boat Owner', Dave Greenwell, after a boat test sail on the TIKI 21, wrote the following:

"TIKI 21 represents a new phase in Wharram Catamaran Designs. Instead of being aimed at the ocean sailor, she is intended for those people, who, by virtue of their commitments to twentieth century living, are unable to break away completely but have the need to escape for short periods to recharge their souls."

Dave Greenwell in his opening paragraph has captured the 'essence' of the ideas behind the 'Coastal Trek Designs'. Though we, in the PCA know that the TIKI 21 sailing philosophy is not 'new'. It is firmly based on 700 HINAs and 450 HINEMOAs.

The TIKI 21 is a 'new phase' from the Yacht magazine's point of view, because of its lightness and portability, its epoxy construction and new sailrig. It is easy to build, light to load on a trailer and fast in light winds, but . . . if I wanted a tough boat that can be hammered on an exposed, tide-drying beach or left in a harbour to be bumped around by other yachts, then the HINA/HINEMOA is *the* design.

The reason, why non-Wharram builders/owners think TIKI 21 is a new phase, is because in the past I have neglected the work/lifestyle developed by HINA/HINEMOA builders, due to my sailing eyes being fixed on the far horizons.

Now, because of work/life reasons, I have to get the best, 'to escape for short periods to recharge my soul', out of "here and now". So we bought from Richard Curtis his TIKI 21, (the first boat I bought in my life) which we exhibited at the '84 London Boat Show. With the TIKI 21 we can visit European Wharram Meetings.

As a coastal Trekker myself I enjoyed the two coastal Trek articles in this issue. The first article by Tom Milano on his HINEMOA, which as well as in practical details, like watch your sons with the champagne, and a building-time of 338 hours, also gently touches on the deepening man/woman relationship through the boat experiences.

Somewhere in the future 'Sea People/Sailorman' issues we must exlpore this subject.

One day I was particularly upset and she talked me into going out. I sent her forward to let go the mooring line. When she came back I said "That's how long it takes me to leave this place". It's funny how you think nothing ever changes but in this short time I have been hurt and sick and then got well again. My life was a mess and now it's good, people I know have died, or gone broke, and constant changes take place daily. The one sure thing about life is that it will change.

Anyway, your boat is great, and I want to thank you for allowing me to share it, the building, the sailing and the learning.

This coming May I will cut away some of the skegs and change the vertical cabin covers. I'll also add a ramp forward to handle head sails easier and I'll let one end down as a boarding ladder. I'll send you some pictures of the change. I also made the hatch openings slightly larger.

One November we were coming home, with a following wind, on a clear day. The sun was sparkling on the water. I let my wife handle the boat, and her concentration was beautiful to watch. She was as one with the boat, and I let her alone, and wrote this poem for her.

I don't need an endless cruise
on the tiny world some sailors
choose
The challenge of the open sea
on misty isles or chance to flee

Give me just a single day
to collect my thoughts and find
my way
I start out tired from daily life
with scattered thoughts and distant
wife

Then set the sails, in a light air breeze,
of my little ship I command with
ease
And sail that time, returning when
I've found myself, my wife,
my friend.

Thanks again,
Tom, Sissy, and the "TWO RIGHTS"

P.S. Can't go wrong there.

As well as Racing, Cruising, Trekking, Fishing, Naturist, and so on sailors, there is the special breed of 'Single-Handed Sailors'. Their voyages and experiences have a special intensity. Mike Rick's story of sailing his TIKI 21 arrived at the right time for inclusion in this issue. He discovered before we did, that the TIKI 21 sails well under reefed mainsail alone, though it tacks better with a small jib. Mike included the plans and photo of his 7ft. dinghy design, the SKUA's EGG in his letter and offers it as 'freebie' to readers of the 'Sea People', for which many thanks.

A Single-Hander Down-Under

by Mike Ricks

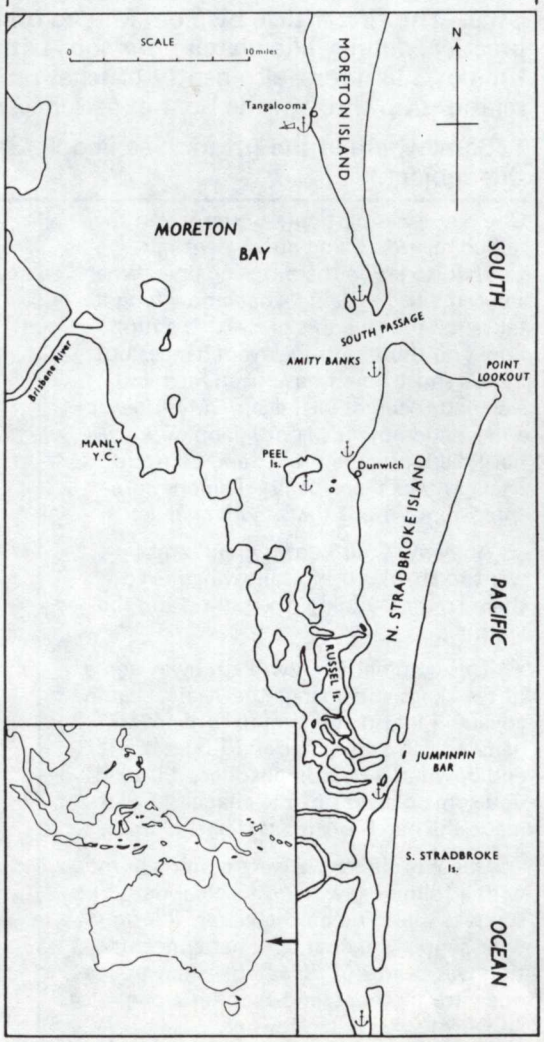
One can be an armchair sailor and dreamer for only so long. 'TIKI 21' leapt up out of the pages of 'Cruising World' for me like a nun's calling and I sent off for the plans before my enthusiasm could wane. I started building in January and finished her in June for a total cost of AS3,000 including sails and a good Seagull outboard. While a few friends drank the champagne I towed 'Skua' by her anchor chain out into the water in a glorious golden sunset; like James and his 'Rongo', just to be alone with my boat.

Years of reading about it finally distilled into becoming a sailor. Over the next few weeks I tacked and gybed, hove-to, reefed, luffed up to my moorings, anchored and sailed adrenalin trips through crowded anchorages. I've also missed a few tacks, run aground, overshot my mooring and bled a lot on my sails from skinned knuckles, but the joy of building and sailing one's own boat is immeasurable.

Confidence in the 'TIKI 21' grew quickly. I sail singlehanded and unladen and her stability was a pleasant surprise. In a strong breeze the water sluices up around the lee bow, the tilted-up motor prop throws up a fountain of spray, and the weather hull seems to slice from wave top to wave top. When the wind starts to moan and the anchorage is a din of clanging halyards she sails with just the reefed main up as steady as a rock. I have bought a small second hand jib for tacking in strong conditions.

Moreton Bay, between Brisbane and its offshore Islands, is an area of shoals, sandbanks, channels, islands and mangroves where a catamaran of fourteen inches draught is very forgiving. While the keel boats are tacking for the fairway buoys I can skim over the banks, cut corners and generally get away with it. In the local anchorage I have a mooring in my private two foot deep hole in the sandbanks, safe from the rugby scrum of weekend visitors' boats and those that drag through the anchorage on wild nights.

Sailing northwards from Stradbroke Island with a wide tack to the west of Amity Banks takes me across the open expanse of Moreton Bay to Moreton Island, thirty uninhabited miles of giant sand hills, thick forest, empty beaches with the occasional fisherman's shack, wild horses and goats. The tidal shallows at the southern end teeming with sand crabs, rays and small shovel-nose sharks gives way to the deeper blue water up the west side of the island. At Tangalooma yachts anchor in the shelter of a group of rusting wrecks, old iron vessels of the 1920's with plumb stems and counter sterns. Alternatively, you can sail to Moreton Island straight across the South Passage where the Pacific surf roars on the South Passage Bar on one side and the savage tides, as Moreton Bay empties and fills, create standing waves on the banks to leeward. The speed of the 'TIKI 21' is a comfort in these situations as she lifts to the true ocean swell and flies with the unimpeded South Easterlies.



South from Stradbroke Island takes me into the narrow waterways towards South Stradbroke Island, the Southport Broadwater and the bustling Gold Coast. Through the Canaipa Passage you could almost be sailing down the River Fal, (Cornwall) with the high forested slopes of Stradbroke Island on one side and the red soil and farm houses of Russell Island on the other side. The mangroves and buzzing heat and humidity are decidedly unlike Cornwall though.

Fully equipped I carry an airbed, primus, hurricane lamp, a cardboard box of chattels and my safety gear. For the dreadful climate a bottle of sunscreen and a hat. Life aboard, without a deck tent as yet, is a bit spartan. In fair weather I sit on a small deck chair with my kitchen spread around me. As the early sub-tropical evening falls I can cook in one hull with my feet in the bilge and both hatches back, and later read with a mosquito coil smouldering and the lamp hanging over the hatch coaming.

It is a peaceful way to spend the evening, except once recently when the fish were jumping so much that I was getting heartily splashed. It is nice to lie in bed in the other hull looking up through the mosquito net over the open hatchway watching the stars. Orion wheels over upside down here in Australia, his club swinging upwards. I miss the Plough and Polaris familiar from silent snowbound nights in Canada. The patter of rain in the night has me reaching for the hatch. The worst thing is a wet dawn, breakfast in oilskins with my head out in the weather. I sit there considering building another, bigger cat or pondering the much over-rated pastime of sailing. But hoisting the sails dispells these thoughts and there is a perverse pleasure in travelling at nature's pace by one's own skills and efforts. The chain rattles in and the anchor beds down in the netting. I back the jib momentarily and sheet it home. The main fills as I take the tiller bar and 'Skua' leans into her stride. The dinghy, 'SKUA's EGG', planes along behind on the aftermost few inches of her bottom. After a day and a night alone, my thoughts run ahead to returning home to frantic family life.

Moreton Bay abounds with sea life, giant turtles wallow and crash-dive alongside me, dolphins are everywhere arcing through air and water, big jellyfish bump off the skegs and the occasional shark cruises lazily along. The catamaran allows me to join in, a silent spectator.

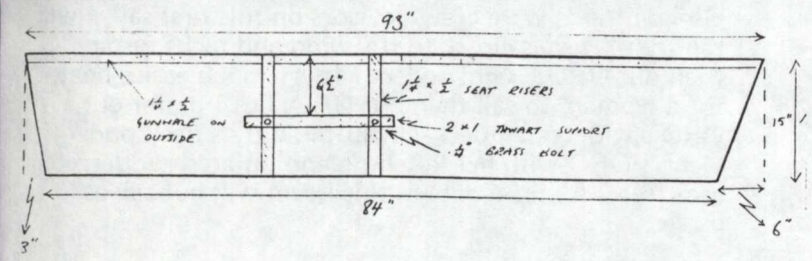
'Skua' dips and soars. A sailor is born!

Australian builders and sailors of Wharram Cats who would like to contribute to 'The Sea People' are invited to forward articles, letters or photos to Mike Ricks, c/o Post Office, Dunwich, North Stradbroke Island, Queensland 4163.

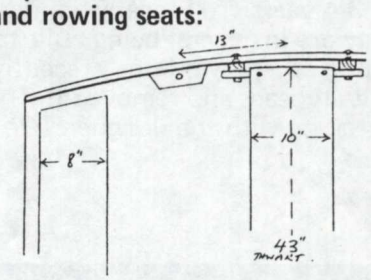
What's New!?

SKUA'S EGG
Dinghy design by Mike Ricks

Side Panels:



Top view of rear and rowing seats:



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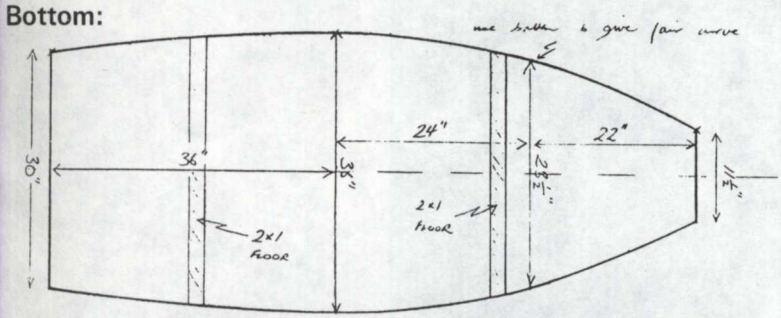
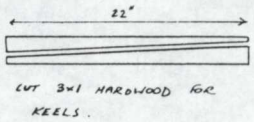


Keels:



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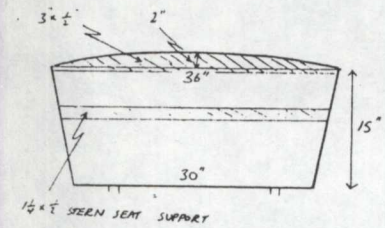

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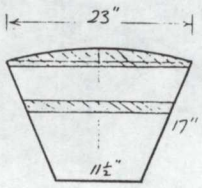

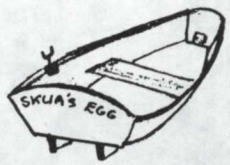

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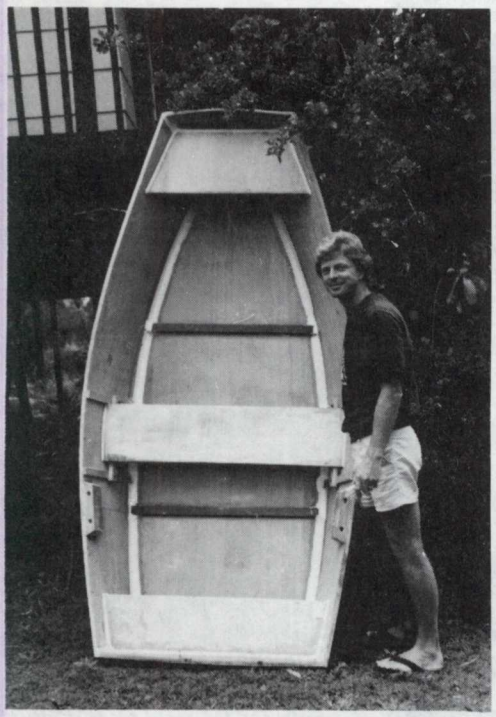


Mike Ricks, with 'SKUA's EGG', the dinghy he designed and built to use with his TIKI 21, 'SKUA'.

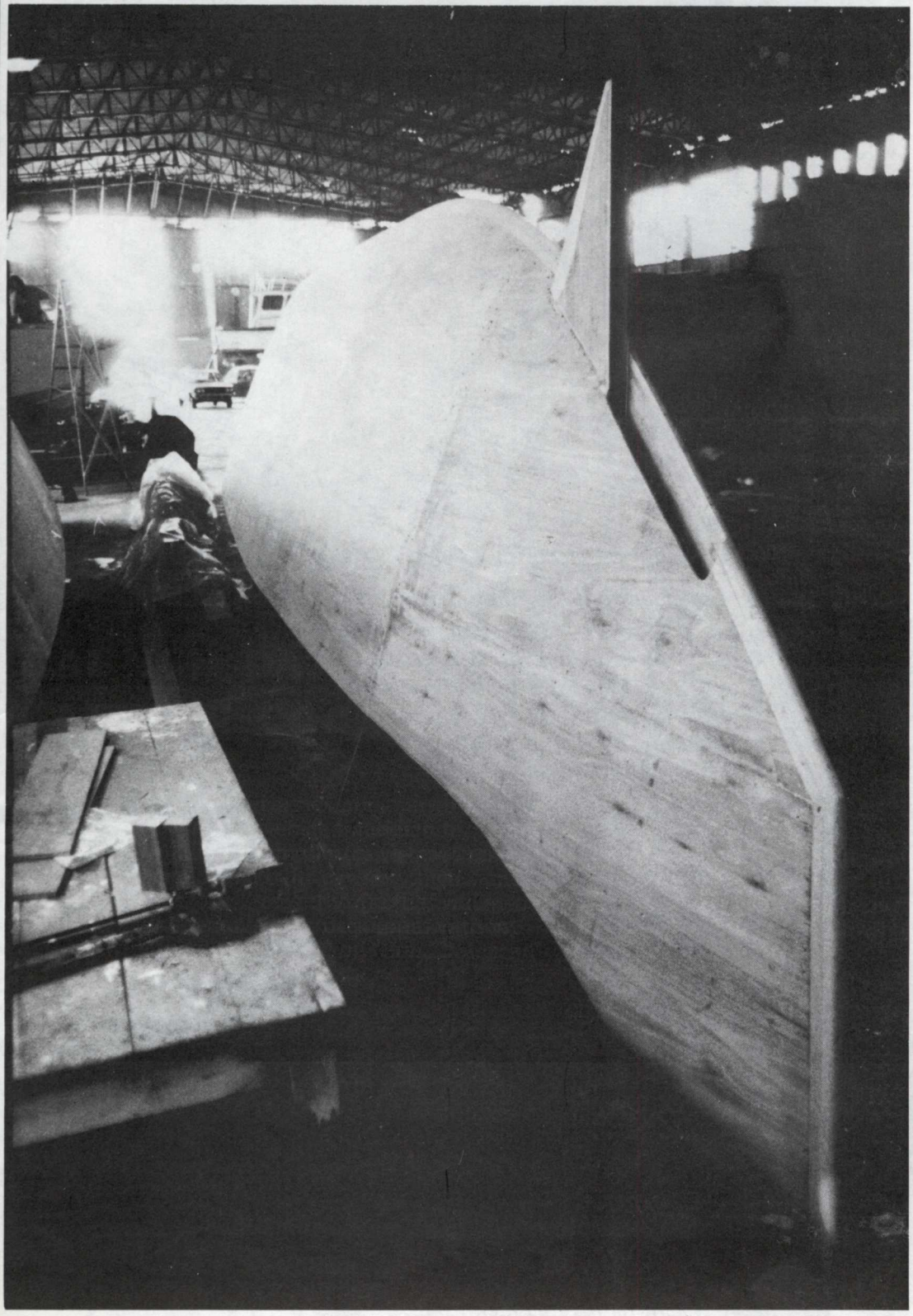
1) *Cut plywood as shown. 2 sheets 8' x 4' x ¼". 2.44m x 1.22m x 6mm.*
2) *Use glue and ¾" – 20mm copper nails to fit:*
   a) *1¼" x ½" – 32 x 12mm gunwales outside,*
   b) *Two seat risers inside each side,*
   c) *2" x 1" – 50 x 25mm floor stiffeners. Round off top edges,*
   d) *1¼" x ½" – 32 x 12mm stern seat support,*
   e) *Curved pieces 3" x ½" – 76 x 12mm to match curved tops of transom and bow.*
3) *Stitch sides, bottom and transom with copper wire at 6" – 150mm intervals.*
4) *Check bow piece will fit; trim, if necessary, and stitch in.*
5) *Fit thwart supports with ¼" – 6mm Ø brass bolts, then fit 43" – 1092mm thwart, springing sides of dinghy apart.*
6) *Epoxy fillet all inside seams using 3" – 75mm dia. spatula.*
7) *Fit 8" – 203mm pieces of 1¼" x ½" – 32 x 12mm to support stern seat on sides. Fillet around edges of stern seat. Similarly fit bow seat.*
8) *4" – 100mm fibreglass tape outside seams, fill joints first.*
9) *2" x 4" – 50 x 100mm blocks for rowlocks; glue and screw.*
10) *Fit stainless eyebolt low down on bow with 4" x 4" – 100 x 100mm ply backing piece.*
11) *Glue two keels on bottom near after edge.*

P.S. To facilitate stitching phase, bend the two sides overnight with a heavy weight (concrete block).

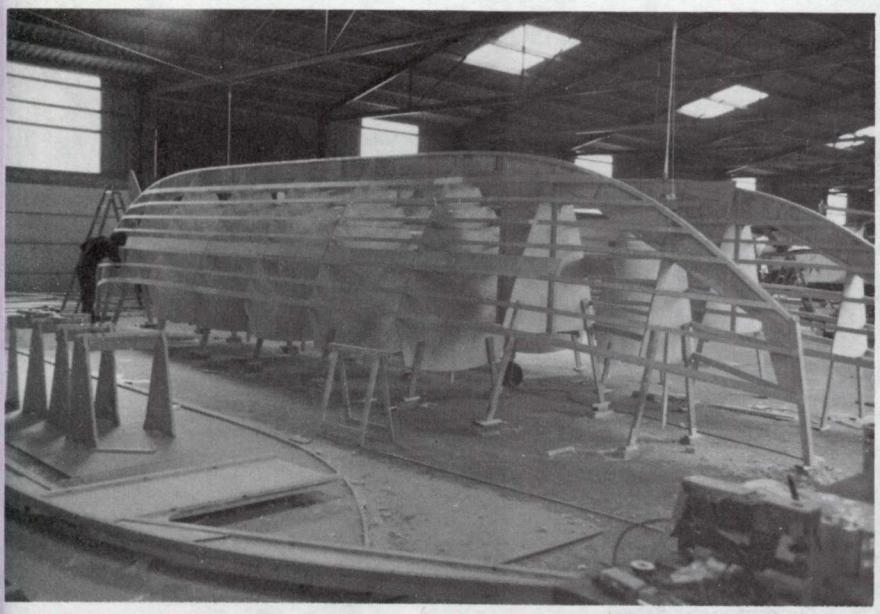
LAUNCH DATE APPROACHES
'CAPTAIN COOK' photo report

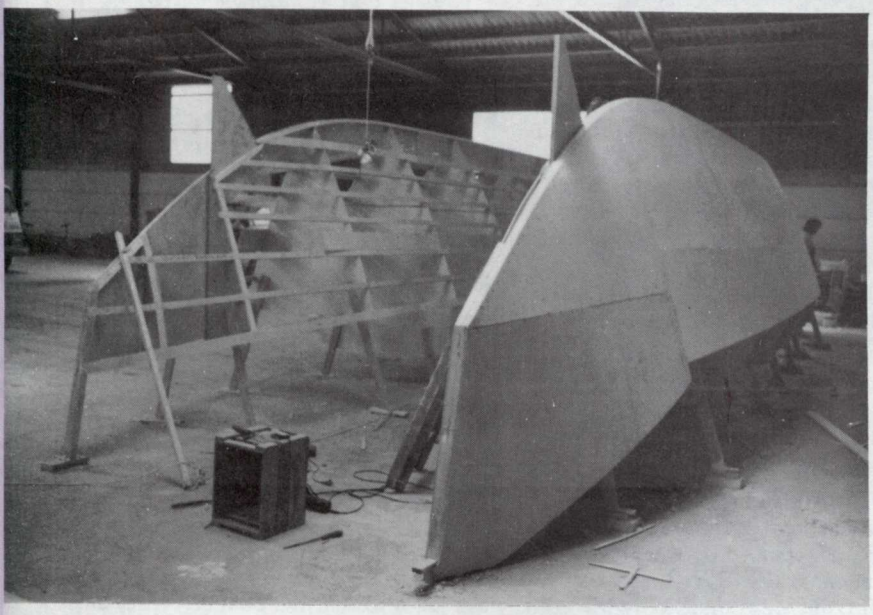
1984 will be the year of the CAPTAIN COOKs. Designed in 1979/80, at least six are known to be ready for launching, giving an average time span for building of 3-4 years. To judge, from photos we have received, they are in general being built to a very high standard – though there was "one" recently who has widened the overall beam and removed the backbones without checking with the designer. (*Oh my God! Designer*)

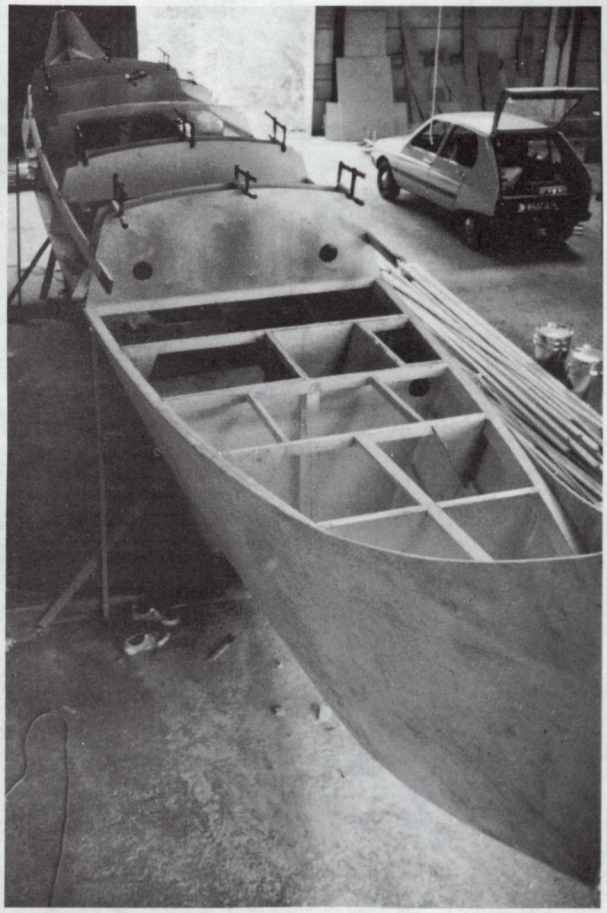
How will they sail? Johan Krugar in South Africa has had his first tentative sail, hindered by a shaky mast beam. The owner and we were fortunate that Henk and Gini de Velde were crew/advisors on this first sail. Henk reports: "It sails closer to the wind and tacks faster than our ORO." Gini added: "It is a much easier boat, for a woman, to sail than our ORO, but I prefer our ORO's wide, open deck, uncluttered by a deck pod." Henk's ORO with her ketch rig and unfared rudder/skeg area (see TANE up-date in this issue) will not sail as close.



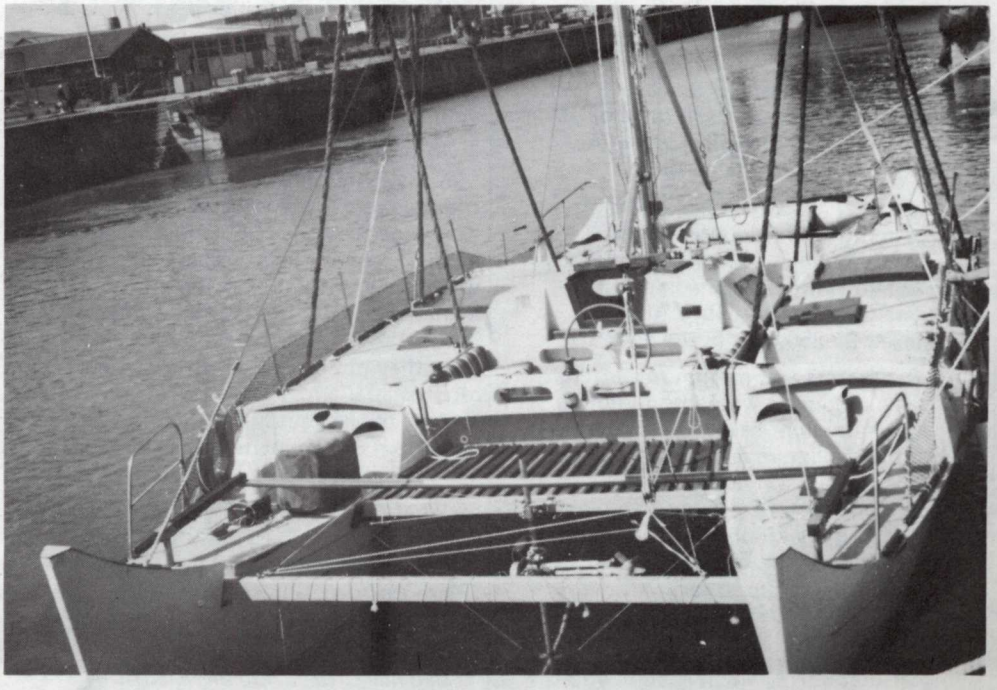
The shark shape of the upturned hull. Tony Oven's CAPTAIN COOK at Port Elizabeth, South Africa, photographed in 1982.







Ideal working conditions produce ideal boats. Helmut Fink (Austria) will launch his CAPTAIN COOK (above) this year on the 'Neusiedler Lake', described in the travel brochure as the largest, 300 sq. km., steppe lake in Central Europe. Strong winds will produce horrible steep seas. Next year, the boat will be transported to the Adriatic by train.



The first sailing CAPTAIN COOK! (right). Built by Johan Kruger, Durban, South Africa. Its lifting slings still attached.

Racing

TANE DESIGN UPDATE

by James Wharram

In preparing this issue of the 'Sea People/Sailorman', I have used the first issue of 'The Sea People' as a guide, working step by step through the sections 'Ocean Cruising', 'Coastal Cruising' etc. Having arrived at the 'Racing' – TANE Update – Section, I have been given from the files an article I wrote 17 years ago on the TANE with reference to racing. I had completely forgotten it and its contents.

This TANE article published in the British magazine 'Yachting and Boating' on 27th April 1967 ties in with much of the thoughts on racing raised in Tim Ainley's article in the 'Coastal Cruising' section. It is relevant **now**. Here are extracts on how I saw the TANE and her use 17 years ago:

"Offshore single-hulled racing is the sport of the rich. Indeed it has been described as "like being under a cold shower tearing up £10 notes."

This year multihull racing begins in the English Channel. The rules laid down for entry into these races add up to the fact that if you cannot pay out £3000 for a commercially built multihull, then you cannot enter.

So multihull offshore racing under the existing rules, is going to be for the small percentage of the boating public who can lay out a minimum of £3000. None of my friends can afford this. Indeed, I suspect 90% of the yachting public cannot.

In the world of single-hulls, there are many classes that race outside the expensive R.O.R.C. rules, classes with rules that have been set up to give "Mr. Average" a chance to race without being squeezed out by the constant refinements available to the wealthy.

"The factors which make fast offshore multihulls have been known since 1947, when an American, Woody Brown, in Hawaii designed at 38 ft. catamaran called MANU KAI, which achieved 20-25 knots in the open sea.

The factors are: minimum wetted surface, minimum windage, minimum weight, minimum beam of each hull, with the maximum amount of sail, compatible to stability. These easily understood factors, plus how to blend them into a sea-kindly shape, (which can only be gained by practical sea experience), add up to fast seaworthy offshore racing designs.

"TANE is approximately 1/4 bigger that HINA which enables you to get cabin accommodation in each hull. This cabin accommodation is not luxurious. It is one fixed bunk in each hull. At the end of the bunk in one hull is a seat to sit and operate the cooking-stove. In the other hull, you sit and work at the chart-table.

The philosophy behind this layout is a 3 man crew. When racing through the night, one man is asleep in one bunk another is on standby watch in the other bunk and the third is steering.

In harbour on the large slatted deck, you inflate an "Igloo" tent. There you can have full standing headroom, In case someone writes in and asks why I don't design a permanent deck cabin; deck cabins decrease speed and seaworthiness, increase cost and prevent trailing the separate hulls.

How well will the TANE sail? The quick answer is: "Look at the drawing. What is there to stop it sailing fast?" Though in actual fact we know how well the 22 ft. HINA sails. Not just fast through the water, but more important over the water, her high **flaring bows** throwing the sea down and away from the decks.

In the hull design of the TANE, I have put all my skill and knowledge gained in four Atlantic crossings. If she got caught offshore in an "ultimate gale", she would ride the seas."

The above reads as fresh and to the point as any article written today. Before the TANE was replaced by the bigger, higher freeboard, TANE NUI, approx. 540 sets of plans were sold. Why then did the TANE not develop as a racer/cruiser as originally intended? It was most certainly not that she lacked speed potential, as the recent racing successes of Paul Wells show.

One reason is, that she was ahead of her time. Chop off her canoe stern, replace it with a transom, reduce the bow overhang, so that the boat is 25ft. long, re-read the text written 17 years ago, and what have you: The M.O.C.R.A.* 'Micro Multihull'!!

Ironically, any chance in the 1970s, that the TANE may have had to be recognised as a low cost racer/cruiser was 'torpedoed' by the M.O.C.R.A. committee of those years. Having discussed setting up a racing/cruising class which could have included the TANE, with the agreement, that her 4ft. headroom would be acceptable, they published the 'Rules' a few months later and 'someone', without reference to the committee, increased the headroom requirements to 4ft. 6in., thus excluding the TANE.

What kept the TANE going as a class, was her seaworthiness with her 'high flaring bows' and bow and stern overhangs. (Flare for space and seaworthy lift is just being 'discovered' by 'Micro Multihull' designers.) To my surprise, the TANE developed as a low cost ocean cruiser.

The first TANE to cross the Atlantic was Peter Sheard's Junk Rigged TANE 'TANE NUI' in 1971. Pete and Anne Hill sailed their TANE 'STORMALONG' from England across the Atlantic to the West Indies and back. J. Marcus and J. Quervel sailed a Junk Rigged TANE from France to Brazil. (Their book 'Pas de Panique a Bord' is available, in French only, from Chiron, 40 rue de Seine, 75006 Paris.) One TANE sailed to New Zealand, another across the Tasman Sea. They were quite a few more, and it was because of these voyages that in 1973 we developed the more roomy TANE NUI. On Tom and Carol Jones' TANE NUI 'VIREO' Ruth made her 7th Atlantic crossing in 1979.

Not all the TANE story is positive. Here is what I wrote about her stability in the 1967 article.

"The big problem in designing TANE was how much sail to carry. Sail is power. Because of the slim hulls, the multihull can accelerate through the "water barrier" of the $\sqrt{wll} \times 1.25$, which limits the speed of the single-hull.

The more sail carried the faster the multihull can go in light to moderate winds overcoming "water barrier". But too much sail can lead to the fear of multihulls capsizing.

On my cruising catamaran designs for family work, I proportioned the sail area so that the boat can carry all sail up, sheeted tight, with the wind on the beam up to force 8-9. No one is foolish enough to carry all sail at that wind-strength even if the gear could stand it.

Originally I designed TANE with a rig of 250 sq.ft., which gave her minimum stability up to about Force 7. (All sail up, sheeted tight, etc.), assuming that the boat would be reefed and the sheets watched at such a wind-strength.

Other offshore racing multihull designs have used a similar stability factor; force 7.

The evidence is, that this stability up to force 7 is just not sufficient. For it is possible to be sailing in a force 6 then a gust of force 7 comes, and if you are not fast enough with the sheets, over you go."

(All the above are static stability figures. I developed the Dynamic Stability theory in 1976).

"We reduced the TANE Rig to 225 sq. ft., calculating that she is now stable up to force 8. A Genoa for light winds will still give her sparkle in light airs."

Quite clearly, in 1967 I was concerned about Racing stability. I still am.

* *Multihull Offshore Cruising and Racing Association.*

Four TANEs have capsized; two because the owners cut away the bow bulkheads. Under hard sailing conditions, the leehull flooded through insecure forward hatches. Then, as the boat tacked, the flooded hull drove under and the boat cart-wheeled.

The third TANE capsized in New Zealand, after it successfully had crossed the Tasman Sea from Australia. In New Zealand, another designer (consultant!!) advised increasing the mast height and the sail area. She capsized just when I wrote: "None of my boats have capsized by wind." I was not pleased as it was not made clear that another designer had interfered with the design. But we **can** increase the sailarea on the TANE without reducing stability.

Increasing Stability:

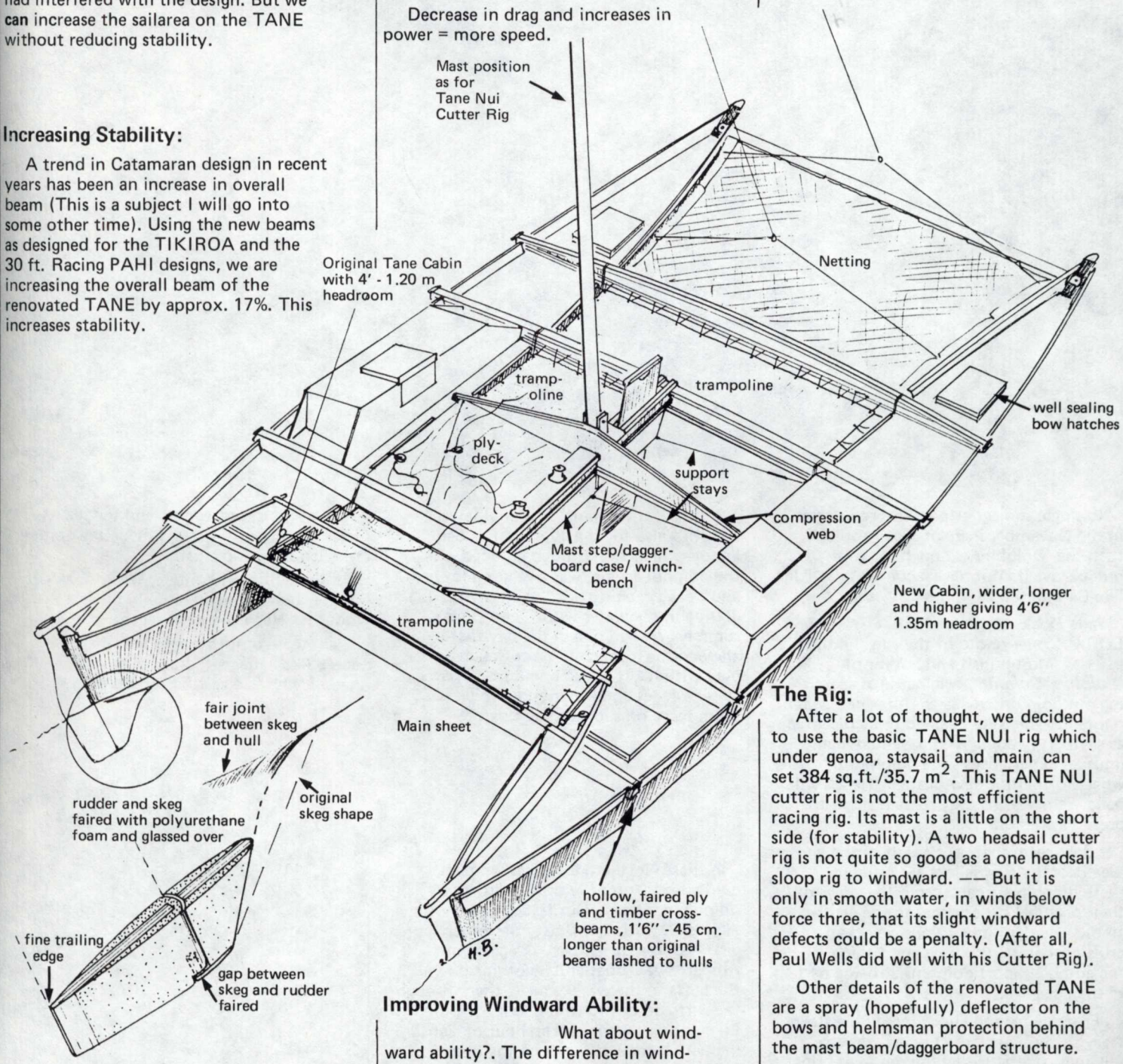
A trend in Catamaran design in recent years has been an increase in overall beam (This is a subject I will go into some other time). Using the new beams as designed for the TIKIROA and the 30 ft. Racing PAHI designs, we are increasing the overall beam of the renovated TANE by approx. 17%. This increases stability.

This increase in stability means that we can carry approx. 37% more sail and still have the original proven stability – well, almost. Because how high you carry the sail also effects stability. A boat with a high mast and a tall narrow mainsail capsizes quicker than one with a lower mast . (Hence the TIKI rig.) Still, an increase of about a third of sail drive is a good gain in power.

Decreasing Drag:

As well as a gain in power, we need to decrease drag. All our Classic Designs have had drag areas around the skeg and rudder. Fairing them in with foam and closing the rudder gap, as Richard Bumpus did on his HINEMOA several years ago, increases speed and tacking ability (The new PAHIs and TIKI designs have all carefully faired skegs and rudders).

Decrease in drag and increases in power = more speed.



Improving Windward Ability:

What about windward ability?. The difference in windward ability of the TIKI 21 without centreboard and a 25 ft. Micro Multihull with deep daggerboards and rudders as recently tested by an independent yacht magazine tester was 2½°!! Still, 2½° could mean losing a race, and – all things being equal – it requires **more skill** to sail a V-eed hull to windward than sailing a dagger – or centre-board boat. So, the up-dated TANE needs a 'board'. The question is where to put it. From a drag cavitation point of view the best solution is one daggerboard in each hull. From a structural point of view this, in an already built boat, is a lot of work.

All the early multihulls in 1953/4 – TANGAROA and Prout's SHEARWATER – had a daggerboard mounted between the hulls. It was considered inefficient and 'dropped'. Recently, the 27 ft. racing STILLETTO design in America has successfully used a centrally fixed board.

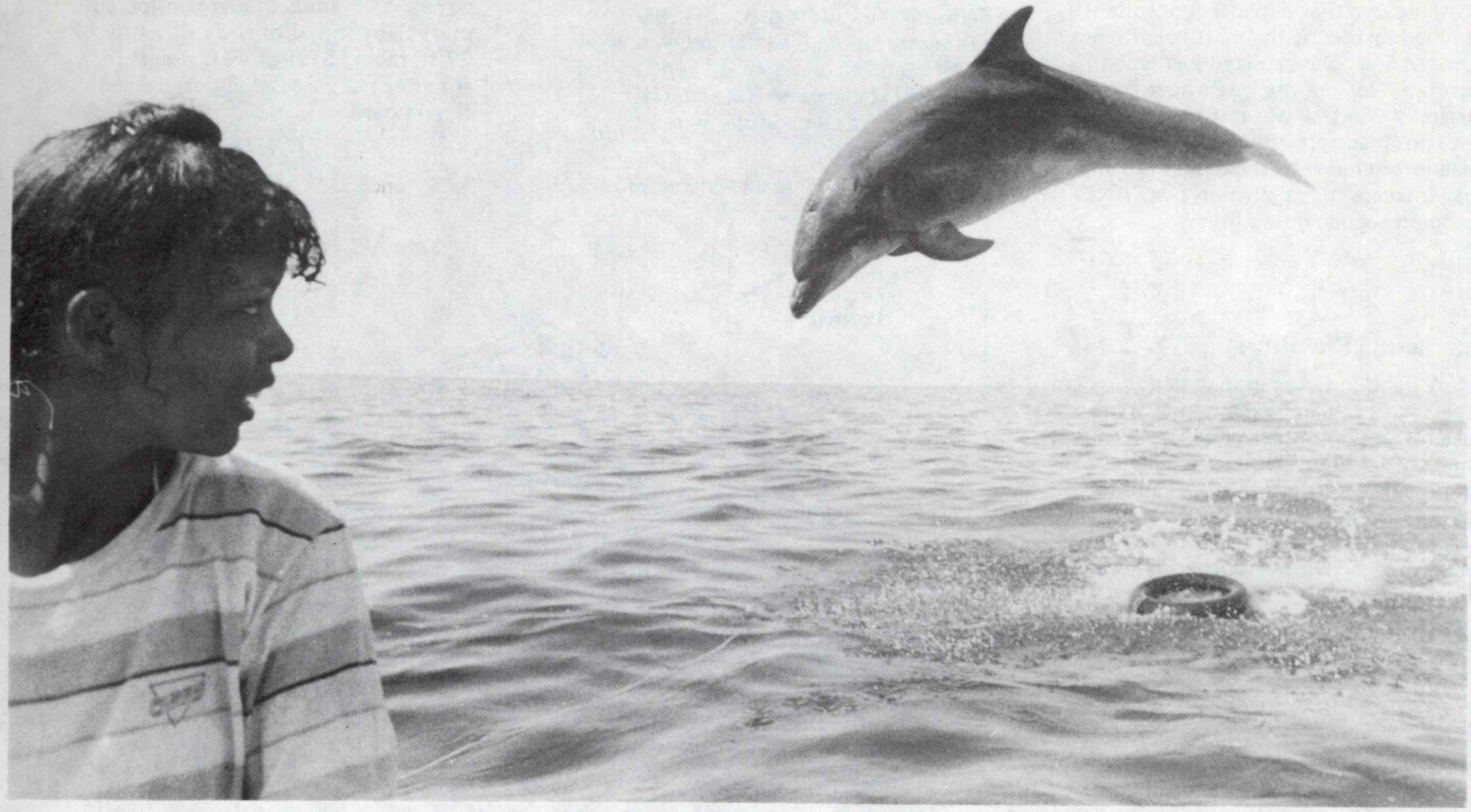
The Rig:

After a lot of thought, we decided to use the basic TANE NUI rig which under genoa, staysail and main can set 384 sq.ft./35.7 m^2. This TANE NUI cutter rig is not the most efficient racing rig. Its mast is a little on the short side (for stability). A two headsail cutter rig is not quite so good as a one headsail sloop rig to windward. –– But it is only in smooth water, in winds below force three, that its slight windward defects could be a penalty. (After all, Paul Wells did well with his Cutter Rig).

Other details of the renovated TANE are a spray (hopefully) deflector on the bows and helmsman protection behind the mast beam/daggerboard structure.

Hopefuls with TANEs must understand that all these improvements are useless unless the basic hulls are built to the **original design specifications** and are **free from rot.** Would-be renovators who want more detailed drawings – well, we will have to make a charge for time, printing, postage etc. of about £10 per sheet.

Dolphins



No single subject aroused more interest in the November issue of 'Sea People' than the 'Dolphins', though for this number we do not have a complete article like Carola Hepp's in the last issue.

Wade Doak, owner of RAKA 'INTERLOCK' (cover photo of the Jan./Feb. 84 issue of 'Multihulls') and author of *'Dolphin, Dolphin',* originator of searching out dolphins at sea to 'Interlock' was quoted in the New Zealand press recently as saying: "People who have had highly unusual experiences with dolphins or whales often find few of their friends will believe them – so they remain silent to preserve credibility."

It does seem that, as a result of the last 'Sea People' 'our' sailors are bringing these dolphin contacts from the edges of their personal experiences to the centre. In this issue, in the sections on ocean cruising, coastal trekking and fishing, the authors report dolphins as being part of their sea life.

From Henk and Gini's incredible storm story: "By night time I knew we were sailing to safety. I saw the moon at brief intervals and dolphins were surfing from those wavetops on either side of us, all the way to daylight . . ."

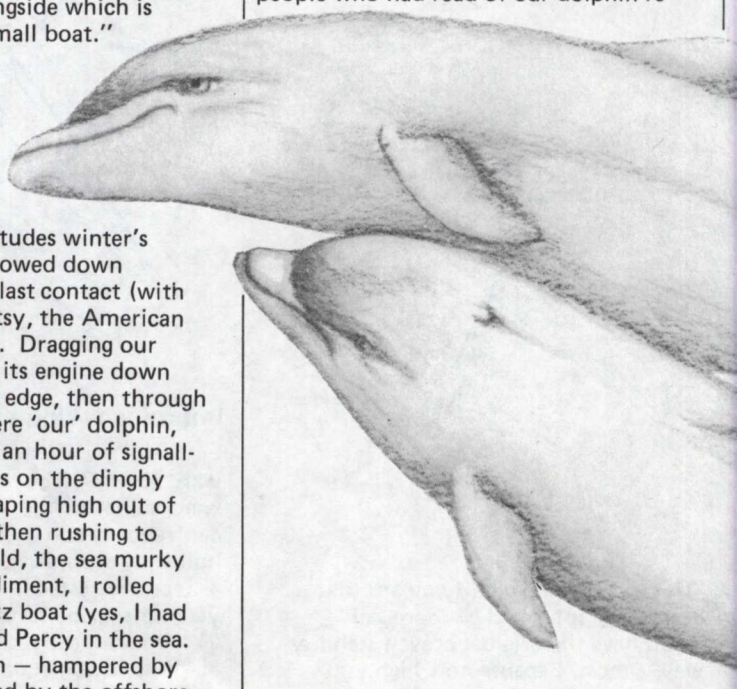
From Mike Ricks' (Australia) TIKI 21 story: "Moreton Bay abound with sea life, giant turtles wallow and crash dive alongside me, dolphins are everywhere arcing through air and water . . ."

From John Williams' (Fishing) letter: "Thanks also for the copy of The Sea People which I very much enjoyed. Re the dolphin article, we have got a lot here, and I always enjoy putting on my mask and getting in the water with them. This summer, we had one in the bay that allowed the local children to touch and play with it. It is also common to have larger whales come alongside which is quite scary on such a small boat."

In these Northern latitudes winter's cold and storms have slowed down dolphin contacts. Our last contact (with Hanneke, Ruth and Betsy, the American girl) was last December. Dragging our rubber 'Buzz' boat and its engine down the cliffs to the water's edge, then through the surf and out to where 'our' dolphin, Percy, lives. After half an hour of signalling with a code of bangs on the dinghy bottom, we saw him leaping high out of the sea ½ a mile away, then rushing to meet us. Cold or no cold, the sea murky with storm churned sediment, I rolled over the side of the buzz boat (yes, I had a wetsuit on) and joined Percy in the sea. I was a poor companion – hampered by lack of visibility, worried by the offshore wind, which, had the engine faltered, would have swept us out to sea, and the sea itself far from smooth – still, I made the gesture of friendship and trust.

In the Southern latitude, Wade Doak has been achieving much more in the last months. He wrote to us recently:

"On these cruises, we found, the cat acted like a magnet, drawing to us sea-people who had read of our dolphin re-



By James Wharram

'Percy', displaying a leap of friendship off the North Cornish Coast.

(Photograph, courtesy of Horace Dobbs.)

search in *'Dolphin, Dolphin'* and had an anecdote to give us. And we came home with both history and dolphin material, besides having had two of the best "interlocks" in our lives – all recorded on tape per our hydrophone. Our tapes are at present being analysed at the university. The first was with pilot whales and bottle-nosed dolphins – the two species were feeding together co-operatively – a nice bit of interspecies communication, into which we joined per our underwater speaker and synthesizer.

'The second was with twelve bottle-nosed dolphins, and we could compare their behaviour and vocalisations when alone, with that when together with pilot whales.

On this occasion we recorded some extraordinary vocalisations when the dolphins attempted humanoid sounds – but it wasn't just mimicry, it was a synthesization of human speech and followed by attempts to synthesize their echo-location click trains, to which they had responded with special slow motion and strangely patterned click chains, quite different from their navigational output. But it is such a long story."

"Pilot whales and bottle-nosed dolphins often co-operate. We have two accounts in which the dolphins have helped to guide stranded pilot whales out to sea. One is in the appendix of *'Dolphin, Dolphin',* the latest quite recently. It was witnessed by a friend of ours from a helicopter, when four dolphins came in and nudged an ailing pilot whale seawards, just before a fisheries' officer was preparing to shoot it.

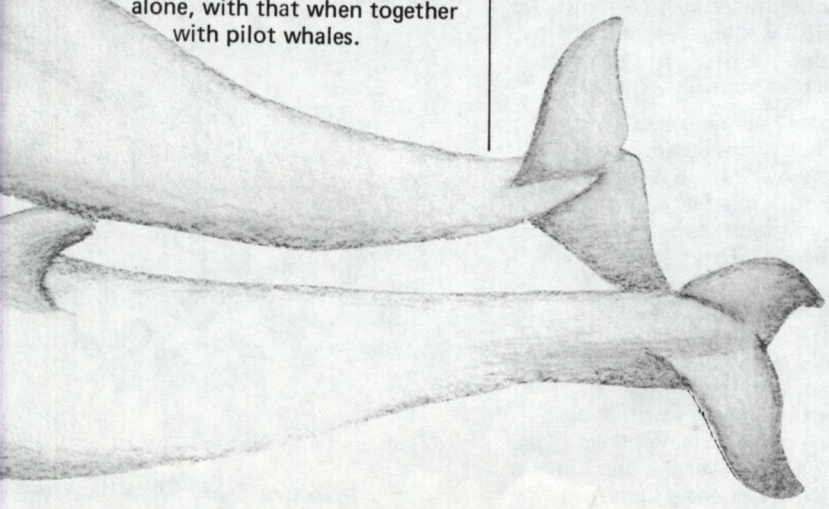
"We are now testing a whale warning device which, when perfected, we hope will reduce whale/yacht collisions."

Later in his report he added: "We are heavily involved in a campaign to bring to an end all dolphinariums in New Zealand (eventually all over the world, I hope). New evidence presented at the Boston '83 conference shows that captive dolphins deteriorate physically, mentally and socially – brain volume shrinks, they become mute. Captive dolphins are no more representatives of true dolphins than patients in a psychiatric ward. Greenpeace and Project Jonah are joining forces with us in this."

The question I asked myself on reading the above is whether humans 'captive' in the giant cities also suffer brain shrinkage and are no longer representative of true Man?

This summer from the 'James Wharram Designs', Cornwall base, we will be operating the second season of 'Dolphin Link'. We will run two weeks' courses, where the students work for ten days on the base, then the 'team' will move with boats – TIKI 21, TIKIROA, HITIA, rubber buzz boat and new boat designs – to a seashore camp and sail out into the dolphin areas.

To interlock with the dolphins, we have to become even more Sea People, developing through-the-surf sailing ability, living half in and half out of the sea, swimming abilities. It is a tough project for young, open minded people.



Cruising Food

(Continued from page 7)

In drinks Tim prefers long life milk but I prefer dried milk which we also use for cooking. Tea and coffee are our usual drinks but we also have plenty of barley cup and drinking chocolate all of which we bought in bulk. We have a coffee grinder and drink fresh coffee in port, a guaranteed way of making friends.

We bought whole sacks of the above food but bought smaller amounts of things like dried fruit and mixed nuts also from the wholefood wholesaler. We bought 7lb tubs of honey and peanut butter and 5 ltr. containers of vegetable oil and cider vinegar too.

The majority of our fruit is not dried or tinned however, but bottled. I had a large free supply of apples, pears, plums, quinces, rhubarb and gooseberries so I bottled as much as possible in kilner jars. As we eat this I can use the pressure cooker to bottle fresh fruit bought cheaply abroad.

I also made a lot of jam and chutney which is stored in jars wrapped in corrugated cardboard. This will be discarded before we go south as we do not want to provide homes for creepy-crawlies! If we haven't eaten the jam before we go it'll have to be stored among softer things, like bags of clothes.

We bought about a £100 worth of tinned food last July which we have just about finished (March). We mainly use tuna, corned beef, sweet corn, tomatoes, evaporated milk and ham but little else.

(We always remove the labels, code-mark the tins with indelible markers or paint and coat them in vaseline. This is against rust and, in case of flooding, to identify the tins when the labels soak off. Otherwise, store tins in sealed containers. Ed.)

Just before we leave the country we will buy fresh vegetables, margarine, cheese and eggs. Many people coat eggs in vaseline, or varnish but if the eggs are fresh (i.e. have never been refrigerated) they may be stored for 6–8 weeks provided they are turned over every few days. White sliced bread is not very nutritious but keeps well if you aren't able to bake fresh bread.

Cup-a-soups are useful for instant warming food and although they have little food value we use them and add dried protein powder to provide us with the necessary dietary requirements.

When sailing, meals made from wholefood staples together with fresh (or dried or bottled) fruit and vegetables and dairy products provide a balanced diet and are more satisfying than makeshift tinned or de-hydrated food.

Some people manage to catch plenty of fish to supplement their diet when cruising, others catch none. We are collecting information on varieties of fish caught, where and what with, by cruising yachtsmen. If anyone can help us with this we would be very grateful.

Fishing

FISHING

The feedback from the fishing section of the last 'Sea People' has been rather poor, bringing two stories:

One I was told at the London Boat Show by a builder, who was successfully using his TANGAROA, MK. IV, I think, for pulling a beam-trawl for flatfish in the Thames estuary. I asked him to send us a letter or article with more details for publication – or did I say, I will write to him asking for more details? The Boat Show is so crowded, behind the cool professional faced Wharram?? is total confusion and chaos. I have lost his address etc., etc. So, please, Mr. X, if you read this, write to us.

The second story came from New Zealand from John Williams, who bought a homestead and found that part of his purchase was a TANE design which, not being a sailor, he promptly capsized.

What does go on in New Zealand? That is the second TANE that I know of, which capsized there?? This fishing story is not a happy one, but it is a beginning. People with advice, please write directly to: J. Williams, c/o Tryphena P.O., Great Barrier Island, New Zealand, (and to us, to keep the information for others). I have the feeling he needs all the help we can give him.

John William

c/o Tlyphena P.O.
Gt. Barrier Island
New Zealand

Dear Ruth,

Thanks for the letter. On the afternoon that it arrived I was down at the post office negotiating the sale of my boat. The sale fell through much to my relief. I should really buy a small launch as I seem unable to make a go of fishing using the cat, more on that later. Thanks also for the copy of The Sea People which I very much enjoyed.

Re the dolphin article, we got a lot here, and I always enjoy putting on my mask and getting in the water with them. This summer, we had one in the bay that allowed the local children to touch and play with it. It is also common to have larger whales come alongside which is quite scary on such a small boat.

Now to the fishing. I came to live on Gt. Barrier Island to try and live as much as possible a back-to-basics life style. With my wife and daughter I bought ten acres of bush and we spent last winter building our house.

While waiting to buy our land I had bought a house and with it acquired a Tane (see Ted Berry's note in 'Sea People'). I had never heard of Wharram or been on any sort of sailing boat before, but decided that if I could go fishing off the cat it would suit my intended life style and be a change from the type of fishing that I had been doing for the previous 15 years, which was mainly lobster fishing from fast launches, my last boat being a 28ft. glass boat with a 200 hp Diesel, very fast and comfortable, but far from economical.

My first trip out on the cat was almost a disaster as we managed to capsize it, quite a story in itself.

The type of fishing I do here is long-lining for snapper for the Japanese market. Snapper is a prime eating fish which is also very attractive to the eye hence its popularity in Japan, where it is eaten raw at ceremonial occasions such as weddings and religious ceremonies. The fish is flown to Japan and requires very careful handling on the boat. The snapper is caught on a longline which consists of up to 3000 m of monofilament nylon laid on the bottom of the ocean with up to a thousand hooks on it. It is laid over the stern of the boat with the line going out from a reel and the hooks and traces being clipped on as the boat motors into the wind. After a wait, usually about 2 hrs. – the line is hauled in on the reel and the hooks and traces taken off and put away, the fish is killed with a spike in the brain and put in a slurry of seawater and ice which chills them very quickly.

On most boats the line is hauled in hydraulically, but I have a hand reel; I also work on my own which is unusual. As we have to work in a fair amount of wind and tide you can see that pulling in can be pretty hectic. This is where my main problems occur. The cat won't motor into the wind without a fair amount of power (I have an 8 hp outboard, not really suitable) which means I am going too fast to haul in the line, the boat wants to sit beam to wind, and with the turning circle so large I have problems getting back over the line. The line is hauled in by motoring up it into the wind. The boat must stay directly over the line or breakages occur. Therefore, my main question is, how can I urge the boat to stay on the wind?

Next problem is one of shelter. The climate here is hot and sunny in the summer and wet in the winter. It can also be cold. Sunburn is a problem, and the days can be long and unpleasant without being able to get out of the spray when sailing or motoring home.

Third problem is one to do with sailing. I am still not a sailor, but would like to use sail more, the trouble here being that I have taken off the boom as it is always in the way. Can you suggest a boomless main or some other way of rigging the boat that is as simple and easy to use as possible. Speed and sailing efficiency are important. Any other hints you can let me have would be appreciated.

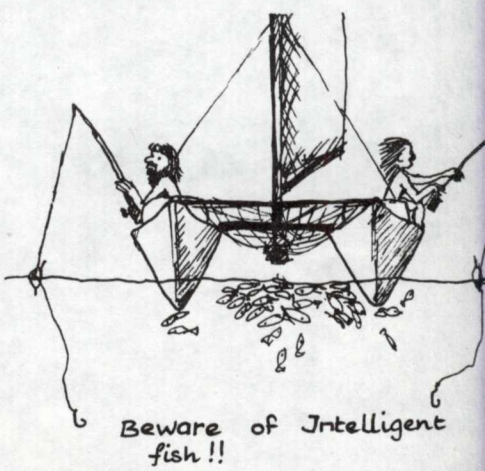
I believe the sailing cat would be a very good boat for trolling for tuna, or working drags or drop lines, that is a line that goes straight up and down, cats are very fuel efficient and the motion is easy on the body. However, I think it would need to have a deck cabin of some sort as most larger boats work 18 hr. days in the summer and shelter is essential.

Well, Ruth, I hope you can make something out of my letters, I would love to hang on to my boat! One day last week there were five Wharrams in our bay, from Charles Trenter's TIKI 21 (he has done a really nice job on it), up to a 51 footer, including a Pahi 31 which was a beauty.

Regards and Best wishes,
John

P.S. Great Barrier Island is 60 miles N.E. of Auckland, roughly 450 sq. miles in area, population of about 600, is rugged and bush clad and the nearest thing to Eden (I think).

PP.S. I can't afford to spend much, as all my money has been spent on the house and there is no way of earning more here on the island.



Naturist Sailing

Like the 'Fishing' section, opened in the first issue of the 'Sea People' the 'Naturist Sailing' section has had little feedback.

Wilfriede Magerfleisch, sometime Secretary of the German group, and whose picture graced the first issue's 'Naturist Sailing' page, comments that German, Scandinavian and French sailors, never really think of 'Naturism' as an activity. If the weather and the sea are warm, they just take their clothes off. It is the British, the Americans and countries influenced by their mores, that feel, it must be designated as a special activity in selected areas and amongst special friends.

Well the 'Sea People/Sailorman' is read by many American, British and American/British influenced people, so we will keep the 'Naturist Sailing' column ticking over for those readers.

A warm letter on this subject was received from Caroline Fordham of Nova Scotia, who wrote:

"We very much enjoyed Wilfriede's article on Naturist Sailing."

"We are especially delighted to see that you are including a section for us Naturists. I enclose a photo of me, and, please, feel free to print any part of this letter, our address and photo in upcoming 'Sea People'."

(Unfortunately, Caroline, the photo is not contrasty enough to be re-printed by our printer's photo reproduction process. The printer, however, assures us that they are installing better facilities for photographic reproductions. Ed.)

"Polycat and Penny-poor but they also wrote that they are Health-and Land-rich and have a small merchandising business in the city of Halifax. In 1984 the Tall Ships are meeting here in Halifax. Will any Wharram Polycat be coming this way? A welcome from us all will await them and all the hospitality we can provide."

Address: Anchorage House, Historic Properties, 1869 Upper Water Str., Halifax, Nova Scotia, Canada B3J 1S9.

Chartering

Caribbean Charters:

NARAI 'TINORUA' chartering from Martinique. Details from W. Schmitz, Herzog-Alf-Weg 45, 2000 Hamburg, Germany – Tel: 5507911.

Though there are apparently several other catamarans chartering in the West Indies, we do not have any details of them. Anyone who has, please, let us know. Anyone interested can also get in touch with us.

However, there do not seem to be any Wharram Catamarans chartering around the British Isles, as everyone is heading for warmer climates.

Mediterranean Charters:

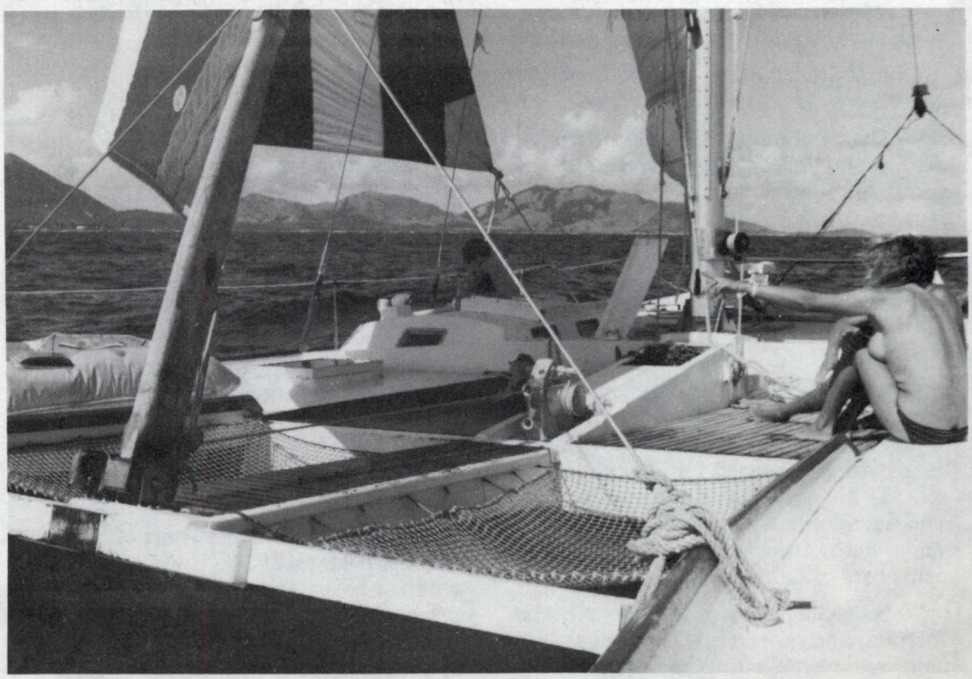
TEHINI 'MAHI NUI' chartering from Rome. For further details, contact: T.A. Blown, 'Fishers', Marine Parade, Littleston on Sea, Kent.

ORO 'NETHRADEVI' details from: A. Leitner, Leisach 68a, A–9900 Lienz, Austria – Tel: 04852 2873.

ORO 'SCUMPI MEA' details from: Austrian Seasailing, Floesslg.4, A–2391 Kaltenleutgeben, Austria – Tel: 02238 72523.
('SCUMPI MEA' is based in Dubrovnik, Jugoslavia – Adriatic).

NARAI MK. IV 'RISHU MARU', after return from Atlantic crossing will be chartering in the Med. Details from: F. Etschmeier, Troststr. 45/5/12, A–1100 Vienna, Austria – Tel: private 0222 6440423, office 0222 4350 290.

NARAI MK. I 'BILBO' details from: F. Taubennestler, Schremsgasse 9A, A–2380 Perchtoldsdorf – Tel: 0222 8642903.



ARIKI 'SYGFRIED', used for charter in the West Indies is reported sold. Not known is whether the new owner will continue with the charter work.

NEWS FROM SEA PEOPLE....

Edited by Mike Barker

As recently appointed Secretary of the PCA I have been fortunate in being able to read some of the vast correspondence which arrives at the Devoran base of 'James Wharram Designs' daily. Unfortunately, it is impossible to print all of this and so, where articles appear to be of special interest, they will be held over for future issues.

News from **USA** and **Canada** is always prolific and comes via letters and the North American Newsletter 'Polycats'.

John Bellenger (originally from Toronto, Canada) has continued his trip on 'PYXIS' (an ORO) from Horta in the Azores to Faro, Portugal. After a few months stay and some interesting side trips overland, John sailed to the Canary Islands and then on to Barbados.

He reports, that Trade Wind sailing in a 'Polycat' is fantastic and recommends that all northern 'Polycatters' get their boats down to that favoured area ASAP!

'PYXIS' is now high and dry in Barbados while John and Diane earn more money for the next leg of their trip.

John wrote from Las Palmas, Canary Islands:

"We had a good sail from Southern Portugal and arrived safe, sound and happy. Nothing broken or lost. Gentle breezes with four days of complete calm; we even furled the sails to prevent the useless slatting about. Picked up a wind on the last day which carried us 185 miles in less than a day on a broad reach, which PYXIS loves."

"The winds have been strange in this part of the Atlantic – 18 yachts are waiting in Gibraltar for the NNE winds that have been reversed for almost two months. 27 more yachts are waiting in Tangiers, a lot in Vilamoura and several even in Faro, not to mention the 100 odd yachts here in Las Palmas."

"A **RONGO** is here as well as six other Wharrams and quite a few more cats – some very overloaded. The best TANGAROA I have ever seen is beside us – a Dutch one very thoughtfully done – in Faro there were a TANE and a TEHINI. Have seen far more cats than tris over here."

" 'PYXIS' is performing beautifully and effortlessly, self-steering much of the time. Navigation is simple and spot-on – have never failed to sail right up to an island without course-corrections; this is the life."

"So many people drop in that it is hard to get anything done. It is exciting to have sailed in from the sea to such a thriving metropolis on a tiny island. I have never seen such numbers of big vessels – tugs, liners, hydrofoil ferries, super-tankers, barges etc."

"The Walker log is a gem; reliable and accurate. Most of the electrical devices have failed – don't buy a 'Seafix' or 'Seaspot' R.D.F. The Autohelm people in the U.K. completely disowned our Model 2000 – said it must have been under water! Four days use and a total loss, we will be crossing again without it. So – if we can cross the Atlantic twice without it, who needs it. On the other hand most people are very pleased with their Sat-Navs."

"Became friends with Peter Tangvald in the Azores and in Faro. Have met so many interesting and wonderful folk that it is beyond anything I could ever have hoped for. Looking forward to the next leg (a very long one) with keen anticipation."

"P.S. constant cabin temp: 74°F, sea temp: 70°F."

Ontario, Canada

from Jack and Irene Dundas:

"We launched 'RU' (NARAI MK. IV) summer 1982. It performs beautifully and, of course, like others, I am adding features dictated by experience."

"We took off Sept. 1982 for the Bahamas, intending to spend the winter there, but we found, that we had left about 6 weeks too late. It was very cold, stormy and in North Carolina a hurricane blew the water out of the river, leaving us on the bottom. We decided to leave the boat there for the winter and I went down with a friend in May 1983 and brought it back. Cruised Lake Ontario and Thousand Islands for the summer."

"Would still like to take another crack at Bahamas but much earlier in season."

Vancouver, Canada

Ian Young writes:

"My wife and I are owners of TEHINI No. 69 'EARTHLIGHT'. All going well, we shall be leaving this August for a voyage of about one year via San Diego, Tahiti, Hawaii, Alaska to The Queen Charlotte Islands and back to Vancouver."

"We have had much pleasure, excitement and spiritual joy from sailing 'EARTHLIGHT' on the British Columbia coast for the last four years and are of course getting very excited about leaving. We have two boys who will be 4 and 6 by the time we depart."

"Your boat has come to mean so much to me. It sometimes seems to be a kinetic sculpture that transports the artist, who built it."

Florida, USA

Jack Spoering of Sunrise, Florida wrote:

"On January 2nd, 1984 my building partner Gene Perry and I completed and launched what we believe to be the first US-built TIKI 21 'PAHLIUI' (Paradise). I would like to take this opportunity to tell you as much as possible about her without, I hope, becoming long winded."

" 'PAHLIUI' was started in late February 1983 from plans purchased from 'Binary Boat Systems' Terry Johnson, right here in Florida (practically a neighbour) and completed in October 1983. The rest of the time to launching was spent building the trailer, also according to your plans."

"The materials were all exactly as you called for with the exception that the mast was built up from 8ft. length of spruce, since full length pieces were not available – the shorter pieces were butt-joined with epoxy and glassed inside with 2ft. long strips of glass on each of the staggered joints."

"We used WEST system epoxy throughout (approx. 12 gallons) and WEST system glass cloth. I want to say, that your stitch-and glue-system and the WEST epoxy worked perfectly, and only the high summer temperatures and humidity here in Flordia gave us some trouble by curing too rapidly at times."

"I've built a 2-wheeled cast, that fits easily over the skeg and rudder and up onto the hull for about 1ft. – this allows us to slide the hulls off the trailer and down across the beach for assembly at the waters edge."

"Our hardware is all RONSTAN and the sails are made by JECKELLS (we are No. 53). Everything works perfectly but I would suggest, that at least 6 inches be added to the depth of the gaff sleeve, since the gaff with its attached hardware and heart eye attached for the peak halyard will not slide through the sail sleeve as shown. *(Jeckells have been making this pocket wider for some time now. Ed.)*

"I have only had the opportunity to sail her twice so far, but I am truly in love with this design and now dream of more sailing hours – a trip to Bimini is planned for this summer. *(Ed.: please write and let us know, how you get on)* and then perhaps building a larger one – perhaps a PAHI 42 so the entire Spoering clan can do some serious cruising."

"I have kept a step-by-step photo record of construction and have been asked by 'Multihulls' and 'Sail' Magazine to do a building article for them."

"Both, Gene and I, feel we need more time on the water to do any accurate critisizing of 'PAHLIUI's' sailing qualities, but I can say this: she sails straight and true – stays totally level in winds up to 15 knots and can truly pick her heels up and go. TIKI is very easy to steer and the two of us have no trouble assembling her in under one hour – dis-assembling and loading her on the trailer takes less than half that time."

"Should you have any prospective builder with any questions I would be happy to correspond with them."

"Jim, through your beautiful and wonderfully thought out design you have proven yourself a truly great friend."

Memphis, USA

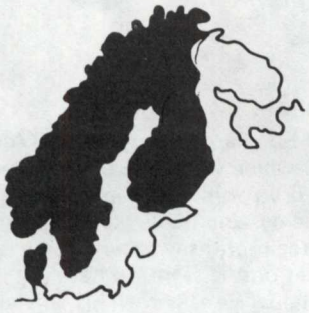
Clare and Paul Groth wrote:

"We are eager to launch our TIKI 21 'OLYMPIC FIRE' and be on our way. Our spirits need the renewal of a more natural environment and way of life than this city allows."

"We have much appreciated the personal attention and prompt help, that has been your style. Your influence reaches into this Mid-South suburb, in the fascination and interest evidenced by neighbours who have never seen a boat built nor ever dared to consider that it was an attainable goal."

"They have watched our slow progress day by day, working from our wages as live-in attendants of an elderly neighbour. Somehow it seems, to just be a witness to such a creative endeavour, is a positive change in their lives. In this era of nuclear madness, where despair is a common affliction, the TIKI 21 has been a gift of hope."

We will keep in touch.



Scandinavia

Jannik Cortsen informs us that the 1985 'International Multihull Meeting' will take place at Bandholm Harbour on the north coast of the big island Lolland (Denmark) between Thursday 18th and Sunday 21st of July, 1985. There will be a couple of races and some family sailing, although, it is intended to be a mainly social occasion. More though of this nearer the date.

West Germany

The Wharram group reported in the last issue seems to be working well. The people contact each other for sailing, and Raffael Benner has shown a movie about cat sailing for members of the group at his home.

More details of activities from Wilfriede Magerfleisch and Dirk Schlatow, Max-Brauer-Allee 66, 2000 Hamburg 50, W. Germany.

Portugal

Portugal seems to be an increasingly popular venue for Polycats. Mike O' Sullivan (TANE NUI) reports having to set his plans back for a year because a dog, who adopted him, injured its foot between the jetty and the boat. The recent vet's bill took care of the provisioning funds for the Caribbean trip – hence no charter business. He reports meeting PYXIS (The Canadian 'Wharram') and advises that the local fire station in Olhão is the place to go for a hot shower (50 Escudos).

Any 'polycatistas' who turn up are assured of a 'cuppa' at least.

Whilst in Portuguese waters we have news of another Wharram owner, and friend of Mike O'Sullivan, John Shores. John Shores, Tehini builder and sailor, describes himself as sitting in the sun, ensconced in a lagoon, by an island off the southern coast of Portugal. An article by him will appear in the next issue of the Sea People.

(Both Mike O'Sullivan and John Shores wintered in Culatra, Ilha da Culatra, Algarve, a most friendly place).

Balearic Islands

Andy Smith, on TANE ' MUDSHARK' Mallorca, wrote:

"I own a TANE built in 1970 and have lived on board since February 1981. We sailed from the U.K. later that year and cruised to the Balearics. We have been in the 'Islands' for over one year now, as I broke my leg again in Mallorca. As you may recall from our meetings at the London Boat Show I have a history of leg problems following a motorcycle accident. I am confident now the Tibia and Fibula have joined correctly so I can continue my voyage in the spring."

"For the last year I have sailed around Ibiza, Mallorca, Menorca mostly with one leg in plaster (I had to sheath the plaster in GRP to prevent it from disintegrating)."

"What other type of sailcraft could have been sailed solo with a broken leg and in safety? I believe that if I had had any other design of boat I would have been port-bound for the last year."

" 'MUDSHARK' stimulates interest wherever I am. Fishermen, 'yotties' and tourists are always stopping to say hello and ask about the design. The five CATALACS and two PROUTS hardly get a glance. Incidently, all the CATALACS are for sale, their owners going home or going mono."

"I personally feel right only on Polynesian Catamarans, it is a spiritual as well as physical feeling. It eminates from the philosophy behind the design and the 'open' life style demanded by it."

"Now I have more experience of the sea and have sailed more types of sail craft, I am starting to look for a new boat. Guess what design it will be, yes, same again, only larger."

"I try to promote Wharram cats whenever the opportunity arises, so if you fancy sending me a couple of your wall posters I will get them put up in yachty bars in Mallorca and Menorca."

"Keep up the good work on ecology and especially sea mammals who never cease to amaze me and raise my spirits by their mere presence."

Jugoslavia

Josip Pavlinusic (HINEMOA 'TALANTA'), Zagreb, writes:

"I think it is time to send 'Sailorman' some news about me and my boat, as I promised in my last letter/article, published in July '83."

"I named my boat TALANTA, which means 'libra' in greek. My friend Katja and I decided to start sailing in the Panonian Sea (don't search for it on the maps) where the boat was launched, and bring her round the Balkan Peninsula to the Adriatic by water (3000 miles) instead by road (200 km.)"

"In fact, we motored last summer from Zagreb down the river Sava to Belgrade and then down the Danube to the Black Sea (circa 1000 miles). The boat is now wintering in Michurin/Bulgaria. The whole trip took us two months, and we could not proceed to Greece as intended, because of time and weather (in Croatian, we have one word for both meanings)."

HINEMOA 'TALANTA' in a quiet patch of the Danube. This great river sailing seems hard. Who will sail the Mississippi, the Nile, the Yangtzke, the Niger?

"On the Danube, we encountered quite a bit of bad weather. Whichever direction the river flows, the wind is against you all the time. It creates a nasty chop, with waves 3–4 feet high and as long, so that the ride is quite rough. We also tested the boat a few times, not only by touching the bottom, but getting trapped between 7 stakes, 7 inch dia, across the river's current."

"The first leg at sea from Sulina to Constanta (Rumania), of about 60 miles took us one day and one night. Effectively, we made approx. 100 Nm in 25 hrs. Starting south from Constanta, we learned sailing: 8 hours of tacking against wind force 3–4. Total distance: 10 Nm."

"'TALANTA' did not want to tack in a short, steep sea above force 4 winds, probably because of the lack of experience. We also got caught in a force 5–6 gale near the coast of Michurin with an onshore wind. We kept our distance of about 1 mile from the rocky coast for a few hours under jib and 2 reefs in main (TALANTA is cutter-rigged) and were astonished about her manoeuvrability under such conditions. It was possible to alter the course by 45° by rudder action alone, without touching the sheets."

"Close hauled courses are very uncomfortable, but we hardly ever get water on the decks."

"The final, severe test was beaching the boat in an unprotected cove through breaking swell in a force 6."

"This was a mistake, of course, we were turned broadside on to the surf and pounded heavily on the hard sand."

"Before we managed to get a truck to pull us far out onto the beach our rubbing strake came away from the keel of the port hull, and the skeg broke. (Total weight of boat was approx. 1500 kg). *(TALANTA is an enlarged/modified HINEMOA, more the size of a TANE NUI, built in 10 mm ply, hence the weight – sea 'Sailorman' July 83.)"*

"This gale lasted for 3 days, and in the meantime we were the guests of Bulgarian soldiers. (It all happened a few miles away from the Turkish frontier)."

"Later on, we motored 10 miles back to Michurin, where we left the boat and went home by train, for we had to get back to our jobs."

"When you publish this letter we will hopefully be again in Bulgaria, preparing for the rest of our Balkan-peninsula circumnavigation."

P.S.: One crew wanted for the period from 1.7. – 1.10.1984. Should be self-financing. Can you help?"

Seychelles

Mauritius

Seychelles

A letter from Chris and Jayne Moss, (who sailed their ORO from England to the Seychelles) informs us that they were a 'little the worse for wear' after their 6000 miles haul from Gibraltar via the Med and Red Sea to the Seychelles. They continue "We had a relatively uneventful passage – nothing went wrong and everything went smoothly, administratively. I say this because people were forever telling us rubbish about authorities in Italy, Greece and especially Egypt. The Suez Canal authorities couldn't have been nicer or more helpful. The documentation was a bit of a bind, but we were helped through it in a friendly cheerful way, and no bribes were necessary or asked for."

"We called in at Aden and Port Sudan, where again everyone was friendly."

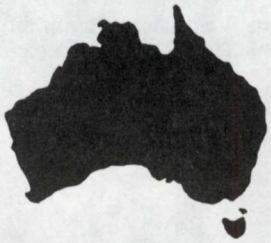
"The Red Sea was much easier than we could have hoped for, and in less than two weeks we were through, with fair winds all the way. (We were, however, pushed through the Straits of Gubal at six knots with no sails up, this is quite normal). We took 43 gallons of diesel in Aden and then motored most of the 500 miles up the Gulf of Aden. The final 1000 miles to the Seychelles took us 25 days, endless hours on an oily sea."

Mauritius

David Manley runs an Indian Ocean charter business and is building a TANGAROA Mk. IV. He wrote:

"I am so convinced, that the Wharram cats are *the* only correct vessel for this part of the world that I intend to have a unit in constant production for our own fleet and possible customer orders. I can start a 'Wharram rage' over here."

"All the elitists own 30–50 ft. keelers with large lead appendages underslung, which makes them 100% unsuitable for this beautiful island's bays, river mouths and shallow lagoons."



Australia

Noel Eberhardt, who bought TANE No. 301 which was a bit run down with a lot of dry rot in the beam troughs, ply beam facings and bulwarks, wrote that after three months work and some modifications he seems to have put things right. He sails with his wife and three teenage sons, mostly in Moreton Bay at the mouth of the Brisbane River (see Mike Rick's article). So a deck tent and a 8 hp. outboard are essential. His boat is called 'TAWHIRI' (brother of TANGAROA) and is "the boat I have always wanted."

He requests any suggestions from other members about alternative sail sizes for the TANE.

Have you read?

By J.W.

The 'Have you read?' column is going to be a little slim this issue. Since the last 'Sea People' I have been working hard, so my reading runs to relaxing novels, science fiction, "End of the world" stuff and so on – the sort of paperbacks that one finds for 'swops' on most ocean going boats.

The Aquatic Ape:

In the 12th of April issue of the British *'New Scientist'* magazine – a sort of British *'Scientific American'* only cheaper – was an article of interest to the 'Sea People' headed: 'The Aquatic Hypothesis' by Elaine Morgan.

Elaine Morgan is a delightful woman, who wrote the book: *'The Descent of Woman'*, published in 1972 by Souvenir Press, wherein she gently and wittingly derides the male oriented books on 'Man's' evolution, with their emphasis on **Man**, which she describes as the 'Tarzan Theories'. In this book, as an alternative to the savanna hunting theory of evolution, she drew attention to the aquatic evolution theory of Sir Alister Hardy, which – to quote her opening paragraph in the *'New Scientist'* article – is:

"In 1960 Professor Sir Alister Hardy suggested that there must have been an aquatic phase in human evolution. Such a phase could account for a number of human characteristics unique among primates but common in aquatic mammals: loss of body hair, subcutaneous fat, face-to-face copulation, the position of fetal hair, weeping, and so on. He also suggested that an aquatic phase could explain the pre-adaptations necessary for the emergence of bipedalism and speech. There was massive sea flooding in north-east Africa during the so-called "fossil gap" – roughly eight to four million years ago – after which bipedal hominids first appeared. The aquatic hypothesis suggests that the flooding induced isolated populations of apes to adopt an aquatic life style. When the waters subsided these apes would have been forced back to land."

This recent *'New Scientist'* article gives more supportive evidence to this theory, based on Man's different needs of salt compared with that of other land based mammals.

In 1982 Elaine Morgan wrote, with Sir Alister Hardy's blessing, another book, entitled *'The Aquatic Ape, A Theory of Human Evolution'*, published by Souvenir Press.

For Sea People who have an affinity and longing for the sea or the sea edge, it is a thought provoking work. If you sail with children it will encourage you to get them swimming and diving under water as soon as possible and as long as possible, to develop what could be a natural, innate aptitude, so that water is 'safe' to them.

Gros Temps:

For many years, the 'Classic' book on yacht storm conditions has been Adlard Coles' "Heavy Weather Sailing", marred only by a poorly written chapter on Multihulls under storm conditions.

A new book on Heavy Weather Sailing, most definitely in the 'Classic' class, has just been published in France: 'Gros Temps' by Alain Gree (published by Voiles/Gallimard).

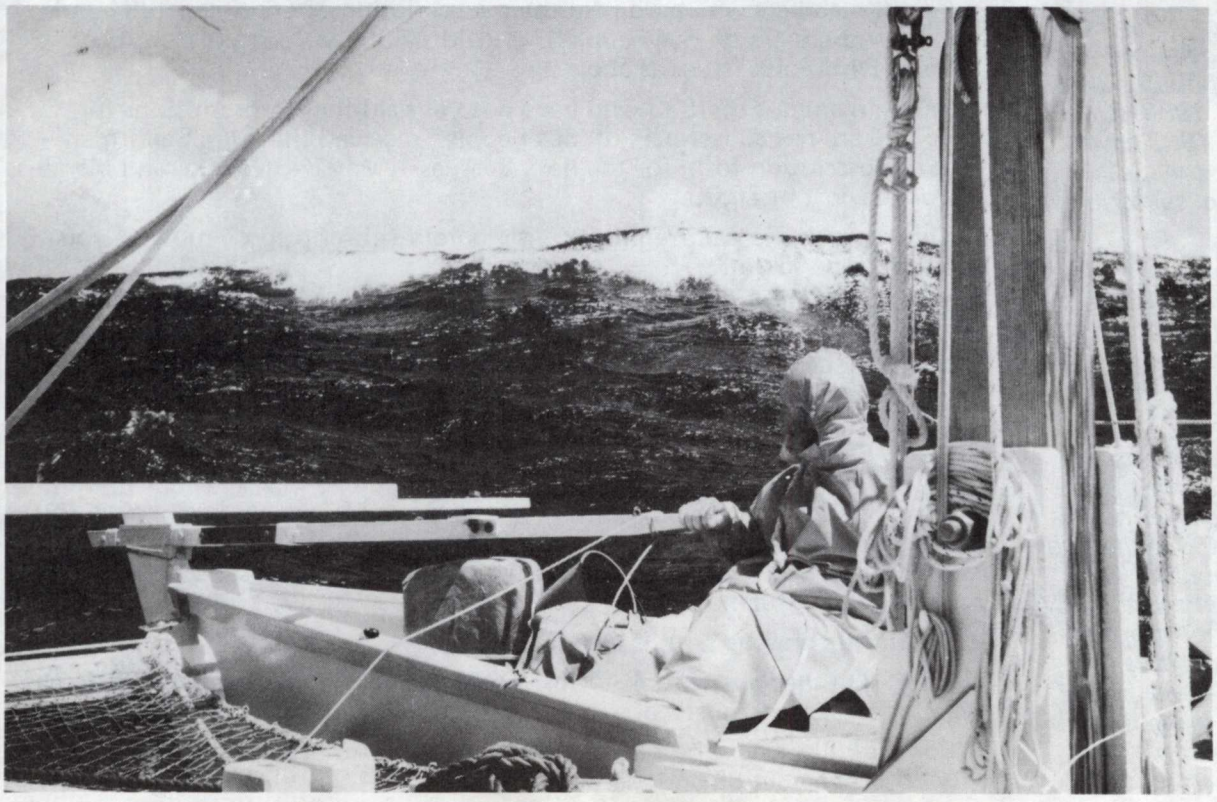
Even though I cannot read French, its photos, lay-out, drawings, make it 'readable' – a useful book to have on the bookshelf. The photos of storm seas give hints of what Henk and Gini de Velde on the 'OROWA' (p.4) went through. Hopefully, it will make any builder who thinks that he is 'ready for sea' when the last coat of paint is on, have second thoughts.

Three of the photos in the book were supplied by Ruth Wharram who, when supplying them, had no idea that they would be part of such an excellent volume on heavy weather boat handling.

The Magic of Dolphins:

Another Dolphin book, to be published in June, is Dr. Horace Dobbs' *'The Magic of Dolphins'* (Lutterworth Press) at a cost of £4.95. It is written for the younger members of the crew. I will review the book in the next issue. It is available from Dr. H. Dobbs, 'Dolphin', Parklands, North Ferriby, Humberside HU14 3ET.

Will 'Sea People/Sailorman' readers, please, send in any information on books/articles they have read, liked – or even disliked – so that we can all share it.



TANGAROA Mk. I, 'KM', in gale conditions, on her Tasman Sea crossing in 1976. Navigated by Ruth Wharram. Photo by Ruth, as printed in Alain Gree's book 'Gros Temps'.

Comments received from Sea People on our first issue:

From Andy Gibson of New South Wales, Australia:

"Thank you for your new magazine, it was quite a pleasant surprise. The new format and layout makes for much more understandable reading. It is a 100% improvement on the 'Sailorman' Magazine which I found after 2 issues boring and incredibly dull and unimaginative.

I found your new magazine full of variety, and thought provoking. So congratulations on your new **consciousness raising** sailing magazine."

From Bill Brown of Cornwall:

"Well done on producing an excellent professional magazine. I hope the bias will be towards the People of the Sea."

From Francis Carr of Scotland:

"Unfashionable (Homespun! Heroic!) modest, informed, good."

From S. Mills of Australia:

"Thanks for your clear type and photos in the new magazine."

From J. Prusak of Finland:

"'The Sea People' . . . Nice and dynamic, full of warm 'Family Atmosphere'!!"

From Martyn Roberts of Bahrain:

"A mental and physical tonic."

From R. Grout of Paris:

"I like the way of 'Sea People', go on."

We have also received delightful and complimentary letters from three former 'Sailorman' editors.

From Richard and Maggie Bumpus:

"Congratulations on the excellent production of 'The Sea People' you bet we want to subscribe."

"We think the layout is great and like the way it has been edited. It is good to see the bold headings with the little drawing for each section again, too. 'The Sea People' has a strong identity and those associated with you will always have something to say!"

From Norman Champ:

"Congratulations on a nice magazine . . I feel it will have much wider appeal than the 'Sailorman' could. It seems to aim at a much broader spectrum. Wish I could have done the same."

From Nick Armstrong:

"Great first issue."

From Alan Giessy of New Zealand:

"Very good, like the photos."

From John Hornby of Wiltshire:

"A caption on **all** photos and diagrams would help."

From R. Hughes of Mexico:

"Quite a few people like your magazine **but** had to use marking pen and put 'bikini' on your friend naturist."

From Robert and Joan Ley of Australia:

"Quality book, I would like to see a Question and Answer segment."

From A.P. Down of Cheshire:

"Photographs in No. 1 rather poor as regards reproduction. Otherwise enjoyed articles."

From J. Dundas of Ontario, Canada:

"Good show! We're back to basics again! Boats and People – not organisations."

He also says:

"Jim is most certainly entitled to top status in any polycat function and his opinions and ideas should receive top priority in 'The Sea People', in no way is he an ordinary member."

"I think our own 'POLYCAT' club is an excellent example of what we are all looking for, i.e., minimum formal business period (usually less than five minutes) then talking boats, building, slides, photos, etc. The exchange of ideas is invaluable to a Wharram enthusiast. The enthusiasm and genuine co-operation has to be seen to be believed."

"With the advent of 'The Sea People' I can see the good possibility of a world wide 'club' emerging similar to our own Canadian operation – little formality plus an excellent exchange of Polycat ideas. The fact that Jim Wharram will be involved has far more practical 'pros' than theoretical or legal 'cons'."

The 'Sea People/Sailorman Subscription Settlement:

The new committee of the 'Polynesian Catamaran Association' want to move as rapidly as possible away from the dark days of 1983. Unfortunately, events in 1983 have caused confusion over the 'Sea People' and 'Sailorman' subscriptions.

After the 1984 AGM, where a new committee was elected, a retiring member said sadly: "We lost our way." They certainly did.

It would not have been possible to demonstrate how far they had lost their way, or to recover nearly 200 lost members, without the publication of the 'Sea People'. The 'Sea People' has re-vitalized the PCA so much, that we cannot drop its name or disregard its positive influence. Therefore, here is, how it has been suggested to bring the subscriptions of the 'Sea People' and the 'Sailorman' into harmony.

P.C.A. members who have **paid** their subscription of £6.00 for **1984** but are not subscribers of 'Sea People', received The 'Mini Sailorman' and will get 'Sailorman'/'Sea People' issues of May 84, Nov. 84 and March 85 (i.e. 3 issues).

P.C.A. members who have **paid** their subscription of £6.00 for **1984 and** are also **subscribers of 'Sea People',** i.e. paid £7.50, will get a discount for 1985 of £1.50 plus issues as above.

P.C.A. members of 1983 who have **not yet paid** their subscriptions for **1984** and are **not subscribers of 'Sea People',** received the 'Mini Sailorman' with a subscription form for the next 3 issues – May 84, Nov. 84 and March 85 for the cost of £6.00.

This magazine is your reminder – send your subscription in now, if you have not done so yet.

'Sea People subscribers who have **not** been **members of the P.C.A.** will get: 'Sailorman'/'Sea People' May 84 with a subscription form for the two following issues – Nov. 84 and March 85 for the cost of £4.00.

After that, all subscriptions are in line and paid up; incl. the March 85 issue.

So, the subscription year will in future start at the same time as the financial year, i.e. in April.

In future, subscription forms will be enclosed with the March issue (the issue that has been paid for). People who do not pay their subscription then, will not get any further issues.

Reminders may be sent, if necessary.

Note: On the subscription forms will be the varying costs for the different overseas areas (incl. postage).

For the following subscription year, we suggest to bring out 3 issues: July 85, November 85 and March 86.

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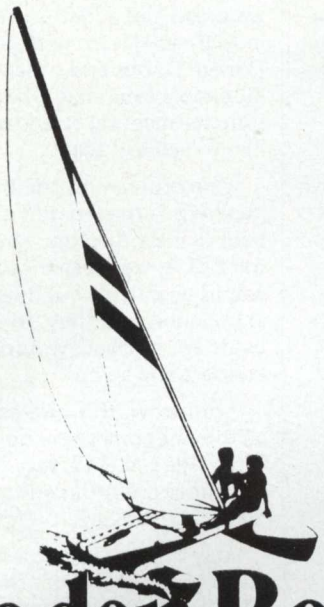

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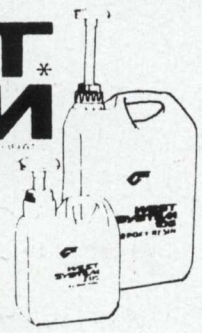

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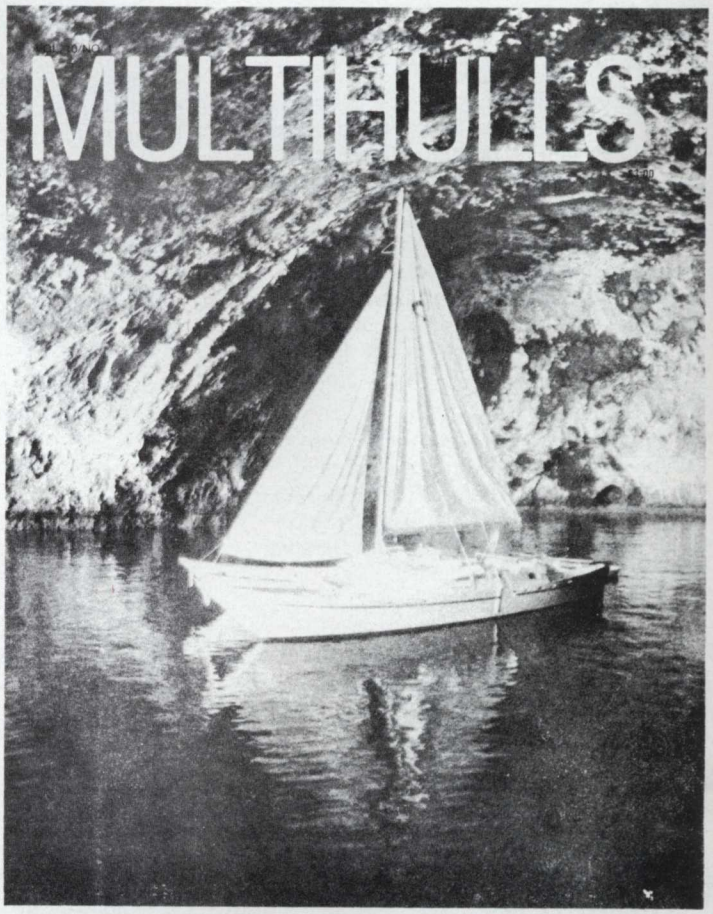

January/February 1984 Cover Photo: Wade Doak's RAKA 'INTERLOCK' in Rikoriko Cave, New Zealand, with inside story: 'A Cat Among The Dolphins'.

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MEETINGS

U.K.

Summer Meeting 1984, on August Bank Holiday Weekend, 25th, 26th and 27th of August

Since 1975, we wanted a 'Base', a place, where owners of our catamarans could come, study files and photographs on their own designs and others, meet other builders, gain news and knowledge. Once I had a dream of setting up a world-wide system of bases.

Because suitable land is already bought up and used by charter businesses, marinas, yacht clubs and other small marine enterprises, finding even **one** site has been incredibly difficult.

In 1975, I decided against moving to the West Indies because of its future uncertainty, and because I would go 'soft' on rum, sun and sea. North Spain attracted us, but because nearby post offices, banks and telephones are essentials in our life, the best sites there were also expensive.

We were then anchored in a beautiful creek in South Wales, Sandy Haven, near Milford Haven. A farmer offered us a suitable building site, but bureaucrats prevented us from using it.

So we bought a site at Killowen, in Southern Ireland. It had many of the elements of the ideal site: Space. Space for lining up boats. Space for owners to spread their sails. Space for children to run around. Freedom from close neighbours.

Unfortunately, it was too far from the sailing routes. Postal and telephone services were bad. Fares (Road/Rail/Air) from Europe became, because of the oil price increases, prohibitive. So, there we 'withered' and almost died.

In 1980, without money, Ruth Hannake and I came back to Britain – once more looking for 'The Base Site'. At first, we despaired. Anything approaching what we had in Ireland or what we needed, was costing at least £100 000.

With perseverance and Ruth's incredible ability to find 'possibles' she found, in May 1982, the present base site in Devoran, a village on the Fal estuary between Truro and Falmouth in Cornwall.

It is not the ideal site that we had in Ireland. The water frontage is restricted. The high tides float TEHINI only 4-5 days a month. We are overlooked by a 'village' that consists to a large part of retired urban people. It has a 'protection society' which we have to be aware of at all times. We cannot have boats staying with us, whilst the owners work on them, and set up a floating community – though there are plenty of other creeks and mudberths in the Fal estuary nearby where they can re-fit their boats or wait for suitable weather, like Tim and Heather Whelan on their NARAI MK. IV 'IKA ROA' or the Turner family on their ORO 'IMAGINE'.

The advantages of the site are: Quick, efficient rail and bus services from London. Access from Europe via the Plymouth-Roscoff ferry (Plymouth is approx. 1½-2 hours away by rail, bus or car). There are ample, sheltered and beautiful mooring/anchoring and sailing areas close by on the Fal estuary – a superb campsite, as well as good hotels and 'Bed and Breakfast' places in lovely Truro and Falmouth.

Space on our site is limited to a small 3 roomed bungalow type building, but we are planning an 85 ft. by 25 ft. hall/workshop/studio for lectures, meetings, and a sheltered place if the weather is bad at Summer Meetings.

The last Summer Meeting in Britain, where I had any 'say' was in 1980, when we organized a 'Self-sufficiency' weekend, in Milford Haven, with John Seymour, Horace Dobbs and other speakers. Approx. 70 people attended. This is the sort of summer meeting attendance we would like to achieve again.

One problem of the British summer meetings is that frequently many non-boat owners turn up. The original idea of the P.C.A. was that those with boats would give those building boats a sail for experience, and they, in turn, when their boats are finished, would help the new builders and so on.

Somehow, this idea got lost. Members of the last committee objected to this "free ride system", though the Germans and other countries still run their meetings this way.

May I suggest, that a small donation be made by the non-boat owners when they sail for a day on the boats of others?? If, for example, ten people (easily carried on a TANGAROA or a NARAI) donated £1.00 per person (or a bit more) the boat owner and his wife could have a meal out, wine for the ship's stores or a small item of equipment. (The money donated on my personal ships would go to the P.C.A. funds.)

Last year, what should have been the proud opening of the new 'Base' and the 15th anniversary of the P.C.A. at the August Bank Holiday Summer Meeting, was quite deliberately sabotaged for the benefit of another organisation.

This year, we hope to do better. There should be more TIKIs around that can trail here, as well as bigger boats. Jan Fabricius (Denmark) is planning to sail his TEHINI to this meeting, so British, French and Dutch owners could make this meeting the central part of an exciting sailing holiday.

Please write in advance, if you are coming and how, so that we can plan food, events, etc. We look forward to seeing you.

Trains: Intercity to TRURO
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For more information contact:
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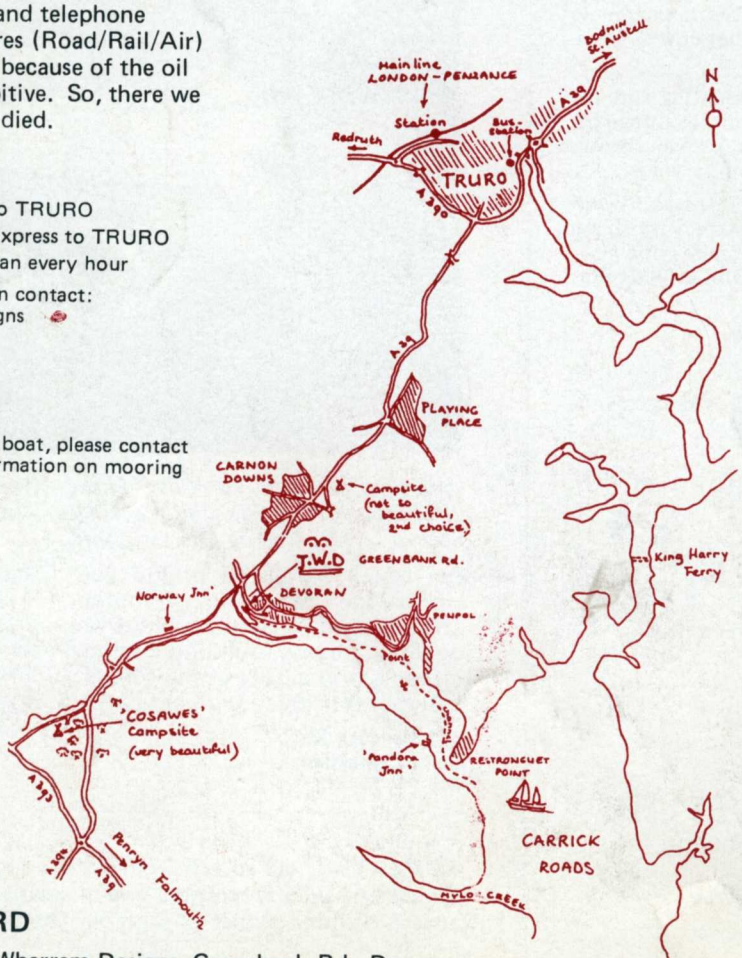
If you are coming by boat, please contact J.W.D. for more information on mooring facilities.



PLEASE FORWARD

or return to: James Wharram Designs, Greenbank Rd., Devoran, Truro, Cornwall TR3 6PJ, England.

Canada

The annual Canadian 'Sail in' has not been fixed. For details, please, contact: R. Huebsch, 214 Glebemount, Toronto, Ont. M4C 3T4.

Belgium

This magazine will arrive too late to announce a meeting in Belgium at the beginning of June, but our new Belgian representative is very keen to organise other events/meetings. If you are living in this area and are interested, please, contact Mr. Marcel Vleugels of 'Old Marine', Oude Putsebaan 40, 2850, Keerbergen. Tel: 015/515856. He speaks Dutch and French.